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KOWLOON-CANTON RAILWAY. TIME-TABLE.

WEEKS-DAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.40	8.05	9.10	10.00	12.00	1.15	2.35	3.00	4.35	5.45
Yanmat ...Dep.	8.49	8.14	9.19	10.09	12.09	1.24	2.44	3.09	4.44	5.54
Shatin ...Dep.	7.01	8.26	9.31	10.21	12.21	1.36	2.56	3.21	4.56	6.06
Taipei ...Dep.	7.15	8.40	9.45	10.35	12.35	1.50	3.10	3.35	5.00	6.10
Taipei Market Dep.	7.30	8.55	10.00	10.50	12.50	2.05	3.25	3.50	5.15	6.25
Fanning ...Dep.	7.50	9.05	10.10	11.00	13.00	2.15	3.35	4.00	5.25	6.35
Shuanghui ...Dep.	7.55	9.10	10.15	11.05	13.05	2.20	3.40	4.05	5.30	6.40
Shuanghui ...Arr.	7.41	8.45	9.50	10.40	12.40	2.12	3.32	3.57	5.22	6.32
Canton ...Arr.	—	11.50	—	—	—	—	—	—	—	—

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	8.40	8.05	9.10	10.00	12.00	1.15	2.35	3.00	4.35	5.45
Yanmat ...Dep.	8.49	8.14	9.19	10.09	12.09	1.24	2.44	3.09	4.44	5.54
Shatin ...Dep.	7.01	8.26	9.31	10.21	12.21	1.36	2.56	3.21	4.56	6.06
Taipei ...Dep.	7.15	8.40	9.45	10.35	12.35	1.50	3.10	3.35	5.00	6.10
Taipei Market Dep.	7.30	8.55	10.00	10.50	12.50	2.05	3.25	3.50	5.15	6.25
Fanning ...Dep.	7.50	9.05	10.10	11.00	13.00	2.15	3.35	4.00	5.25	6.35
Shuanghui ...Dep.	7.55	9.10	10.15	11.05	13.05	2.20	3.40	4.05	5.30	6.40
Shuanghui ...Arr.	7.41	8.45	9.50	10.40	12.40	2.12	3.32	3.57	5.22	6.32
Canton ...Arr.	—	11.50	—	—	—	—	—	—	—	—

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LABOUR CONFER- ENCE PROPOSALS.

ABOLISH ARMISTICE DAY.

GENERAL CONFISCATION OF PROPERTY.

MAD MATTER POLITICS.

LONDON, Sept. 29th.

Proposals to abolish the Armistice Day observance, to confiscate land, mines, minerals, "and all industries" without compensation to the present or any future owners, and to declare that the first act of the next Labour Government shall be the establishment of a minimum wage of £4 a week for all adult workers, appear in the final agenda of the Labour party conference at Blackpool.

Details have already been given of the preliminary agenda and the grandiose programme in preparation for the next General Election, but many other phases of party outlook and policy are indicated in fifty pages of resolution adorning the final agenda.

The National Amalgamated Furriers' Trades Association, whose Communist proposals were severely handled at the recent Trades Union Congress, will ask the Labour party to declare "that the present long hours and low wages have been imposed on the miners by the superior economic forces of the employers, supported by the Baldwin Government"; that Labour party leadership helped to bring about the defeat of the miners, and that the conference shall add to this a decision in favour of nationalising mines, minerals, coke-ovens, and by-products, without any compensation and with workers' control of the industry. None of the amendments submitted are condemnatory of this mining policy, and Chesterfield adds the introduction of the six hours' day for miners.

"The Fundamental Injustice."

Several resolutions on the confiscation of land include quite an argumentative assertion from Salisbury that private ownership of land "is the fundamental injustice at the root of our social system, and is therefore the main cause of the unnatural, malignant growth of unemployment, low wages, bad housing, and internal and international strife." He half a dozen counter-arguments as distant as Manchester, Glasgow, and Islington hit on the same form of words to allege that the British imperialists are continuing to work for an international capitalist attack on the Soviet Union, and four of them seek to instruct the Executive Committee "to begin an immediate propaganda among the workers in favour of a general strike in the event of a war menace arising," and to invite the joint action of the Trades Union Congress in that direction. In this connection it is interesting to note that the Right Hon. J. R. Clynes was telling his constituents that "the talk of war with Russia is so much crazy nonsense."

The New Commandments.

A whole series of piquant resolutions relating to what members of the party may not do might be quoted. They are not commandments yet, but they sufficiently reveal the outlook of their sponsors. They include:

- 1.—No member of the Labour party shall be a Privy Councillor.
- 2.—No member, under penalty of expulsion, shall vote Liberal or Conservative.
- 3.—Or serve with the special police, or join a company union.
- 4.—As a gesture against military members of the party still retaining and continuing to use military and naval titles should renounce them forthwith.
- 5.—No "convert" from other parties shall be allowed to join a Labour administration; or be a candidate for Parliament, until he has served the party five years.
- 6.—That responsibility for the formation of the next Labour Cabinet be vested in the Parliamentary Labour party, and not in the Prime Minister.

There are more of these "commandments," but passing to other subjects one finds Hastings and St. Leonards Labour Party inviting delegates to assert that the Armistice Day observance "involves needless mental distress to many persons, and tends to continue bad feeling towards peoples of other nationalities," and should therefore be discontinued. It is also proposed to take Socialist Sunday Schools "under the wing" of the party, and to render them every possible assistance. Hammar, not exactly an agricultural constituency, asks for investigation of cultivating "alcohol-producing vegetables" on such an extensive scale as to produce a volatile spirit "which ultimately will render the coal industry superfluous." The larger political programme is freely interspersed with proposals of the character enumerated.

MRS. ROBINSON CRUSOE.

WOMAN WITH SCIENTISTS ON DESERT ISLAND.

MAN FRIDAY WANTED!

It is likely that at least one woman, and in all probability two, will accompany the British scientific expedition to the Great Barrier Reef of Australia.

The one "certainty" will be Mrs. Yonge, the wife of the leader of the expedition, Dr. C. M. Yonge, the naturalist of the Marine Biological Association, Plymouth. The chances are that she will be accompanied by the wife of another member of the party of seven who are to make the journey.

For a whole year their home will be a desert island on the Great Reef, separated from the mainland by 40 miles of shark-infested sea.

Their habitation will be rude wooden shanties—relics of a previous expedition—and their companions in exile three lighthouse keepers, who comprise the whole of the resident population.

"My wife," said Dr. Yonge, to a representative "is keen to accompany us, and I think she will be going. In all probability the wife of another member of our party will be going too."

The expedition is being organised by the committee of the British Association in collaboration with the Great Barrier Reef Committee of Australia. It is intended to investigate the forms of marine life, both from the commercial as well as the scientific points of view.

Communication with the mainland will be by a motor-boat, with which the expedition will be equipped. By its means the party will be able to carry out the most complete investigation into the great wealth with which the Reef Islands are believed to abound.

"We shall concentrate, too," said Dr. Yonge, "on the trading possibilities of mother of pearl and tortoise-shell, and also carry out investigations on behalf of the Australian Government."

One thing only is being left to chance, and that is the securing of a "Man Friday" who will act as cook and man of all work.

"We shall fix up when we get there," remarked Dr. Yonge with a laugh, "probably with a native of the Reef."

Mrs. Yonge will be the first white woman to live on the Reef. She was a medical student at Edinburgh University when she first met her husband.

BOMBAY'S BAD YEAR.

HEAVY FALL IN PORT DUES.

Is Bombay a decadent port? Many think that it is, and the latest administrative report of the port trust supports this view. Years ago it was Bombay's boast that the port was one of the cheapest in the world; to-day it is one of the most expensive.

The result of the high dock charges is seen in the increasing diversion of trade from Bombay to Karachi and the Kathiawar ports. This, combined with trade depression, made the past year one of the worst in the history of the port trust, which is faced with a deficit of nearly £100,000, and a falling-off in receipts of £250,000.

The report expresses hopes for a revival of trade to improve the situation, but the local Press declares that the administration of the Port Trust is too heavy and over costly, and says that the port charges must be lowered if Bombay is to retain its commercial position. Retrenchment is demanded.

needless mental distress to many persons, and tends to continue bad feeling towards peoples of other nationalities," and should therefore be discontinued. It is also proposed to take Socialist Sunday Schools "under the wing" of the party, and to render them every possible assistance. Hammar, not exactly an agricultural constituency, asks for investigation of cultivating "alcohol-producing vegetables" on such an extensive scale as to produce a volatile spirit "which ultimately will render the coal industry superfluous." The larger political programme is freely interspersed with proposals of the character enumerated.

DIARY OF EVENTS.

To-day.

St. Simon and St. Jude Day.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; and Lane, Crawford's Restaurant, 4.30 to 6.30 p.m.
Lectures: Professor C.K. Webster Wilson (Professor of International Politics, University of Wales, and formerly Fellow of King's College, Cambridge) on "The New Europe and the League of Nations," University Great Hall, 5 p.m.
Organ Recital by Major E. J. Barkham, St. John's Cathedral, 5.45 p.m.
"Cheer O" Y.M.C.A. Concert, 7 p.m.
The Quaints present "Oh Joy," Star Theatre, 9.15 p.m.
Queen's Theatre: "The Tower of Lies."
World Theatre: "Madame Sans Gene."
Star Theatre: "Call of the Canyon" (matinee only).
Principal Mails:—Inward: Europe via Siberia (Kashmir), Outward: Australia, New Zealand, etc. (Arafura), 2.30 p.m.

Saturday.

Bankruptcy Court, 10.30 a.m.
24th annual general meeting of the Grand Hotel Des Wagons Lits, Ltd., Exchange Building (2nd floor), noon.
Half-Yearly Meeting of the Hong Kong Jockey Club, Hong Kong Club Annex, 12.30 p.m.
Scottish Company (H.V.D.C.) annual sports, Central British School ground, King's Park, 2 p.m.
European Y.M.C.A. Ramble to Shatin.
Cricket: League:—Division I: Chinese R.C. v. I.R.C. "A"; Division II: University v. R.A.O.C. v. Kowloon C.C. v. Tamar.
Friendly Cricket: Interport Trial Match (H.K.C.C. ground); C.S.C.C. v. Royal Navy; Club de Recreo v. H.K.C.C. 2nd XI; Royal Naval v. C.S.C.C. 2nd XI; I.R.C. "B" v. Diocesan Boys' School.
H.K. Football League:—Division I: K.O.S.B. v. South China; Recreo v. Club; Kowloon v. R.A.F.; Queen's Regt. v. Police; Chinese Ath. v. R.A. Division II: "A" v. South China "B"; K.O.S.B. v. St. Joseph's v. University; Club v. R.A.; Recreo v. University; South China v. Chinese Ath. Division III: "A" v. Joseph's v. South China "A"; Kowloon v. Chinese Ath.; Moslems v. South China "B"; Boy Scouts v. Kung Woo.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; and Lane, Crawford's Restaurant, 4.30 to 6.30 p.m.
Dinner Dances at King Edward Hotel.
1st Tournament of Hong Kong Boxing Association, Theatre Royal, 9.15 p.m.
The Quaints present "Oh Joy," Star Theatre, 9.15 p.m.
Queen's Theatre: "The Tower of Lies."
World Theatre: "Madame Sans Gene."
Star Theatre: "Call of the Canyon" (matinee only).
Principal Mails:—Inward: Europe via Marseilles (Kashmir), 10.30 a.m.; Europe via Siberia (Szechuen), 2.30 p.m.

Sunday.

20th Sunday after Trinity.
Kowloon Golf Club Championship (qualifying round).
Men's Golf Championship at Shek O Country Golf Club.
Theosophical Society: Lecture by Mr. Wei Tat, B.A., on "Conjucianism," Lane, Crawford's Restaurant, 6 p.m.
"Cheer O" Y.M.C.A.—Men's Meeting, 7.45 p.m.
After dinner dance at Lee Gardens.
The Quaints present "No, No, Nanette," Star Theatre, 9.15 p.m.
Queen's Theatre: "So This Is Marriage."
World Theatre: "Along Came Ruth."
Star Theatre: "Looking for Trouble" (matinee only).
Principal Mails:—Inward: U.S.A., Canada, etc. (President Jefferson).
Monday.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; and Lane, Crawford's Restaurant, 4.30 to 6.30 p.m.
Hockey: Y.M.C.A. v. K.O.S.B. II, 5 p.m.
Steel and Coulson's Billiard League: R.A. v. Warders; Queen's v. Revenue; D.R.C. v. Garrison Spts. Mess; K.O.S.B. v. St. Patrick's Club; R.E. and R. Sigs. v. Police.

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HONG KONG VOLUNTEER DEFENCE CORPS.

[ORDERS BY LT.-COL. L. G. BIRD, D.S.O.,
ADMINISTRATIVE COMMANDANT.]

No. 300.

1.—Corps Drill Parade.

A Corps Drill Parade for the
benefit of those trained men wish-
ing to pass drill tests Nos. 1 to 4
inclusive for the training year, 1927-
1928, will take place on Friday,
October 28th, at Corps Headquarters,
at 3.30 p.m. Dress: Drill
order, uniform.

2.—Armistice Day Parade.

The Scottish Company have been
selected to represent the Corps at the
celebrations at the Cenotaph
on Friday, November 11th, 1927.
Full instructions will be issued
direct to O.C. Scottish Company.

3.—Musketry.

The Infantry Company will fire
Part II, at Stonecutters Range on
Sunday, October 30th, 1927.

All those who have not fired Part
II, must attend on that date. Range
Officer: Lieut. A. H. Penn.
Launch will leave Murray Pier at
9 a.m. and call at Kowloon Pier at
9.10 a.m.

Dress: Uniform or multi-optional,
but rifle, bayonet, pouches, braces
and belt must be worn.
Arms will be drawn from Corps
Headquarters on Friday, October
28th, between 9 a.m. and 12 noon,
or 2 and 4 p.m., on 5 and 6 p.m.;
and on Saturday, October 29th, be-
tween 9 a.m. and 1 p.m.

4.—Artillery Company.

Parade at Corps Headquarters on
Thursday, November 3rd, at 3.30
p.m., for Battery Drill, Laying and
Director.

Signal Section as per programme.

5.—Engineer Company.

Signal Section: There will be a
lecture on Signal Procedure at 5.30
p.m. on Monday, October 31st, at
Corps Headquarters.

Thursday, November 3rd: Parade
at Corps Headquarters at 3.30 p.m.
for Signal Instruction.

6.—Mounted Infantry Company.

Parade at Stables at 3.30 p.m. on
Tuesday, November 1st. Dress: Multi.

7.—Armoured Car Company.

The Company will parade as
strong as possible at 3.30 p.m. on
Friday, October 28th. Dress: Uni-
form with hose, boots and helmets,
belt, rifle and sidearms. Rifles must
be drawn before the parade and
cleaned ready for inspection at 3.30
p.m.

Monday, Oct. 31st, 1927. Armoured
Car Crew A and B Sub-sections
parade at 5.15 p.m. at Corps Head-
quarters and proceed to Kennedy
Road Range for firing Machine-
guns.

Motor Cyclists parade under
2/Lieut. Hancock at 5.30 p.m. for
special Machine-gun Class.

A Field Day will be held on
Sunday, November 13th. All mem-
bers of the Company are asked to
keep this date open.

8.—M.I. and A.C. Companies.

Musketry Part II, will be fired on
Sunday, November 5th, at Stone-
cutters Range. Range Officer: Lt.
J. Norrie-Owen.

This is the last opportunity for
members of the above Companies
who have not fired Part II, to
attend.

9.—Infantry Company.

Musketry Part II. See Order No.
2.

Friday, October 28th, at 5.30 p.m.
All N.C.O.'s and other ranks as
detailed by O.C. Company will
parade at Corps Headquarters for
a special N.C.O.'s Course of train-
ing in Vickers Gun.

No. 1 Platoon: Parade at Corps
Headquarters on Tuesday, Novem-
ber 1st, at 5.30 p.m. for Machine-
gun Instruction. Dress: Multi, rifle
and bayonet will not be required.

No. 2 Platoon: Parade at Corps
Headquarters at 5.30 p.m. on Tues-
day, November 1st. Dress: Multi,
rifle, bayonet and belt.

10.—No. 4 Platoon.

There will be a lecture on Signal
Procedure at 5.30 p.m. on Monday,
October 31st, in the Lecture Room.

Thursday, November 3rd: Parade
at Corps Headquarters at 5.30 p.m.
for Signal Instruction.

11.—Scottish Company.

Thursday, November 3rd, at 5.30
p.m.: All Platoons for Vickers Gun
Instruction at Platoon Headquar-
ters. Full strength parade from now
on are essential to complete pro-
gramme of work prior to camp.

12.—Portuguese Company.

Trained Men who have not passed
Drill Tests 1 to 4 parade with Corps
Parade on Friday, October 28th.

All other men parade with Com-
pany at Corps Headquarters at 5.30
p.m. on Friday, October 28th, for
Lewis Gun Instruction and Drill.
Dress, multi, belt and bayonet frog.

13.—Promotion.

No. 355 Loc. Corp. Dr. Lyon, No.
7 Platoon, is promoted to Corporal,
as from October 18th, 1927.

(Continued on next Column.)

THE AIR FORCE IN SHANGHAI.

PLANES TAKEN TO AIRCRAFT
CARRIER.

"ARGUS" RETURNING TO HONG KONG.

SHANGHAI, Oct. 22nd.
The British aeroplanes were
taken from their hangars on the
Race Course during last night,
towed along Nanking Road to the
Ewo foreshore, where they remain
until this morning. They then will
be transported to H.M.S. "Argus".

The first machine crossed a tem-
porary iron bridge, laid across the
ditch along Bubbling Well Road,
at 12.35 a.m. Ten men towed it
across the road to the rear of a
motor lorry, to which it was
attached.

Two machines were taken at a
time, and three trips were neces-
sary. The operations were not con-
cluded until several hours later.

Three soldiers preceded Inspector
Milne's car, the latter having super-
vised all traffic arrangements. A
party of military police assisted the
Municipal police, whilst several
files marched on either side of each
aeroplane. During the journey all
traffic was diverted to side roads,
eastbound being diverted at Park
Road to Burkill and Peking Roads.

It is understood that H.M.S.
"Argus" is leaving for Hong Kong
early in November.—North China
Daily News.

EXCHANGE.

CLOSING QUOTATIONS.

October 27th, 1927.

On LONDON.—	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credit, at 4 months' sight	2/0
Documentary Bills, at 4 months' sight	2/0
On PARIS.—	
Bank Bills, on demand	1/230
Credit, at 4 months' sight	1/305
On NEW YORK.—	
Bank Bills, on demand	49 1/2
Credit, at 60 days' sight	49 1/2
On HONGKONG.—	
Telegraphic Transfer	132 1/2
Bank Bills, on demand	132 1/2
On SHANGHAI.—	
Bank Bills, at sight	78 1/2
Private, 30 days' sight	78 1/2
On YOKOHAMA.—	
On demand	102 1/2
On MANILA.—	
On demand	85 1/2
On BATAVIA.—	
On demand	119 1/2
On HAIKONG.—	
On demand	—
On SINGAPORE.—	
On demand	94 1/2
On BANGKOK.—	
On demand	94 1/2
SOVEREIGN, Bank's Buying Rate	\$9.75
GOLD LEAF, 100 fine, per tola	25 13/16
SILVER, per oz.	25 13/16

14.—Leave.

The following are granted leave
of absence from the Corps:—
Lieut. R. L. Monieroff, A.C.
Co., from November 15th, 1927, to
November 14th, 1928.

No. 886 Corp. Ho Leung, A.C.
Co., from October 26th, to Novem-
ber 21st, 1927.

No. 87 Pte. Ho Ki, A.C. Co.,
from October 25th to November
24th, 1927.

No. 1204 Pte. D. Bantistia, No.
4 Platoon, from November 5th,
1927, to May 4th, 1928.

No. 702 Loc. Sergt. E. J. J.
Spradbery, A.C. Co., rejoined
from leave on October 24th, 1927.

No. 367 Spr. G. S. Kennedy-
Skriptor, Engineer Co., rejoined
from leave on October 23rd, 1927.

15.—Struck Off the Strength.
The following, having completed
three years' service and claimed his
discharge, as from October 1st,
1927:—

No. 610 Cnr. D. B. Bone, Artil-
lery Co., on Medical grounds, as
from October 19th, 1927.

No. 1234 Drm. B. M. Vieira,
Portuguese Band.

R. A. WOLFE-MURRAY, Major,
Adjutant, H.K.V.D.C.
Hong Kong, October 23th, 1927.

NOTICES.

1.—Sports Meeting.
There will be a meeting of the
Hong Kong Volunteer Defence
Corps Sports Committee on Friday,
October 28th, at 6.30 p.m., and also
on Tuesday, November 1st, 1927, at
6 p.m. at Volunteer Headquarters.

2.—Scottish Company.
Company Sports for "Kau
Cheung" Cup will be held on Satur-
day, October 29th, at the ground
of the Kowloon British School,
King's Park, Kowloon, commencing
at 2 p.m. A good attendance is re-
quested.

Hallowe'en Dinner and Concert:
Uniform or multi is optional, but it
is hoped that all members of the
Company attending will do so in
uniform.

Dress: Tunic, belt, glengarry,
kilt, sporran, diced hose, flashes and
spats.

Reel Club: Seventh practice will
take place at the Helena May In-
stitute at 6.40 p.m. on Wednesday,
November 2nd, 1927.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

B.K. Bank	October 27th, 1927.
London	\$1,150 buy, 1,140 sell, 1,135/37 1/2 ss.
Chartered Bank	\$204 nom.
Mercantile Bank A & B	\$213 1/2 nom.
P. & O. Bank	\$218 1/2 nom.
East Asia Bank	\$210 nom.
Canton Insurance	\$570 nom.
China Underwriters	\$120 nom.
North China Ins.	\$145 nom.
Union Insurance	\$145 nom.
Yantai Insurance	\$145 buy.
China Fire Insurance	\$215 nom.
Hong Kong Fire Ins.	\$530 nom.
Douglas	\$35 buy.
Steamboats	\$21 sel.
H.K. Tugs	\$100 nom.
Indo-China (Pref.)	\$30 nom.
Do (Def.)	\$48 buy.
Shell Transports	\$20 nom.
Star Furie	\$54 nom.
Waterworks	\$17 nom.
China Sugars	\$13 sel.
Malayan Sugars	\$30 sel.
Benguet	\$24 buy.
Kailash Mining Ad.	\$26 nom.
Langkate (combined)	\$16 nom.
Do (single)	\$16 nom.
S'hai Explorations	\$18 sel.
Shanghai Loans	\$18 nom.
Bank of China	\$18 buy.
Tranah Mines	\$18 nom.
Ural Caspian	\$18 nom.
H.K. & K. Wharves	\$119 nom.
H.K. & W. Docks	\$35 nom.
Hongkong	\$145 buy.
New Engineering	\$14 buy.
Shanghai Docks	\$18 buy, 92 sel.
H.K. Govt. Loan	\$12 prem. buy.
H.K. & S. Hotels	\$84 nom.
H.K. Land	\$54 nom.
Shanghai Land	\$117 buy.
Hong Kong Realty	\$81 buy.
H.K. Territorials	\$11 sel.
Humphreys Estates	\$1240 sel.
Prince's Buildings	\$110 buy.
Rural Lands	\$14 nom.
Ewo Cottons	\$14 buy, 7.15 buy.
Oriental	\$13 buy, 1.20 ss.
Shanghai Cottons (old)	\$14 nom.
Do (new)	\$14 nom.
China Brees	\$14 buy.
R.K. Tramways	\$30 nom.
Peak Tram (old)	\$14 sel.
Do (new)	\$14 sel.
Singapore Tractions	\$14 nom.
Taxis	\$1 nom.
Amusements	\$19 nom.
Canton Los	\$5 nom.
Cements (combined)	\$7 sel.
Do (old)	\$8.50 nom.
Do (new)	\$8.50 nom.
China Lights (comb.)	\$12 nom.
Do (old)	\$94 nom.
Do (new)	\$94 nom.
China Providents	\$4 nom.
Constructions	\$11 nom.
Dairy Farms	\$15.10 sel.
Der A. Wings	\$6 nom.
H.K. Electric	\$52 sel.
Macao Electric	\$34 sel.
H.K. Bops (old)	\$10 nom.
Do (new)	\$10 nom.
Lane Overseas	\$5 sel.
Macintosh	\$22 sel.
Sincere	\$31 nom.
United Asbestos	\$11 sel.
Watsons (old)	\$11 nom.
Wm. Powell	\$5 sel.
Telephones	\$3.55 buy.
S'que Indus. G.S. Bonds	\$212 buy.
buy—buyers; sel—sellers; ss—sales; nom.—nominal.	

LARWOOD MARRIED.

CEREMONY KEPT A CLOSE SECRET.

Harold Larwood, the well-known
Notts and England fast bowler,
was married recently by special
licence to Miss Lois Bird, of Huth-
waite, Notts, at Basford Register
Office.

The wedding had been kept a
close secret, and only two of Lar-
wood's personal friends were pre-
sent.

Larwood, who is 22, recently
sprained his knee in a trial match.
The injury is still causing trouble,
and on his return from the honey-
moon at Blackpool he will undergo
an operation.

CHEST & LUNG SUFFERERS!

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and lung weakness can be cut short
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the Peps medicine comes into actual
contact with all the delicate mem-
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and strengthened. At the same
time, Peps exterminates mischievous
disease germs that may be lodged
in throat or bronchials.

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method of breathing

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HINDENBURG'S 80th BIRTHDAY.

STREETS OF BERLIN LINED WITH VETERANS.

ANCESTRAL ESTATE AS A GIFT.

The following account in a London paper recently to hand amplifies the short cabled news published at the time of how President von Hindenburg's birthday was celebrated in Berlin.

BERLIN, October 2nd.

Never before in its history has Berlin been more truly the capital of Germany than to-day—the eightieth birthday of President Hindenburg.

More than 100,000 old soldiers—all of them members of one or another of the leagues and associations as dear to the German heart—have descended on Berlin, bringing with them martial-looking banners and standards decorated with green oak leaves.

Veterans.

Troops of these veterans in frock coats, wearing tall hats and coloured sashes slung over their shoulders, many of them with Iron Crosses pinned on their breasts, marched through the Berlin streets all the morning to take up their allotted positions in the President's guard of honour.

Berlin municipality decorated the eight-mile route with the black, red, and gold colours of the Republic, the flags hanging from gilded ropes slung across the street.

Everywhere in the city, in shop windows and above advertisement hoardings, Hindenburg's portrait is prominently displayed.

The weather has been perfect throughout the day, and a great crowd turned out all along the route. I saw the President drive through the Tiergarten, Berlin's Hyde Park, on his way to the Grunewald Stadium, where 40,000 school children assembled to sing to him on his birthday. I took up my position behind a long line of young men in field grey uniform belonging to the Nationalist Steel Helmet Association.

They looked most efficient in their neat canvas jackets, coloured breeches and puttees, and responded smartly to the commands of their leaders, who were obviously ex-officers.

White-haired Giant.

A hoarse command yelled down their ranks, and the click of their heels as they sprang to attention told that President Hindenburg was approaching. A moment later the crowd that till then had been kept beautifully in order by the police surged forward as his motor-car drove by slowly. A white-haired giant gravely bowed his thanks, and the great moment was passed.

When he arrived at the stadium the President drove slowly round the entire track, to the great delight of the Berlin schoolchildren. Slowly, but with a firm step, the aged President, who was looking remarkably well, walked up to his seat, from where he listened to the children's singing.

He then addressed them in a short speech, exhorting them to love their fatherland.

The President was seen to smile only once during the whole of the afternoon's proceedings, and that was when he shook hands with General von Mackensen, his old comrade-in-arms.

15,000 Telegrams.

No fewer than 15,000 telegrams of congratulation arrived yesterday for the President. The General Cabinet presented the President with a magnificent dinner service, consisting of five hundred pieces.

A gift which has caused the President special pleasure was that presented to him by the League of German Industrialists, who purchased for him the estate of Neudeck, in East Prussia, the historic seat of the Hindenburgs. The estate had not long ago passed out of the family's possession.

The Hindenburg Fund for Disabled Soldiers that has been collected among Germans throughout the world was to-day formally placed at the President's disposal by Dr. Marx, the Chancellor.

U.S. President's Message.

New York, October 1st.

"May you spend many more years surrounded, as you now are, by the affection and admiration of the German people. I send you a message of sincere friendship."

The above is the concluding paragraph of President Coolidge's congratulations to President von Hindenburg on the occasion of his birthday.—B.U.P.

AUSTRALIAN RESEARCH.

RECORD OF PROGRESS.

CHECKING THE PRICKLY PEAR.

A full recognition of the tremendous part played by scientific research in advancing the economic prosperity of a nation has been given by the Federal Government of Australia. A year ago the sum of £250,000 was appropriated by the Government, with the general commendation of every party in the Federal Parliament, as a trust fund, to be placed at the disposal of a Council for Scientific and Industrial Research. The work of the council was to co-ordinate the scientific activities of the separate States, to establish a bureau of information for the whole of the Continent, to initiate and subsidise scientific research in connection with the industries of Australia, and to train up research workers in all branches where the activities of the council might be useful.

The publication of the first volume of the journal of the council provides a splendid record of valuable achievement. In it the Right Hon. S. M. Bruce, Prime Minister of Australia, outlines the events which led to the establishment of the council, and surveys the extent to which other countries have adopted scientific research as an indispensable means to economic prosperity. "In the light of the efforts which are being made in other countries in the direction of industrial research work," he writes, "there does not seem to be any question but that Australia must realise the tremendous importance of this branch of industry, and by a closer study of the factors affecting each particular industry ensure that her commercial success shall be assured. At the present time there is undoubtedly a great dearth of capable research personnel available. I would suggest that this may be largely accounted for by the limited amount of research work which has been carried out by Australian industry up to date."

The work of the council in organising and co-ordinating the various branches of research upon which it is at present concentrating is carried on as far as possible in conjunction with the British Foods Investigation Board and the Empire Marketing Board. The latter, for instance, has offered to contribute £25,000 capital and £5,000 a year towards the establishment of a Tropical Agriculture Research Institute in Queensland. Investigations have been started, and in some cases have already produced valuable results in plant problems, irrigation, entomology, animal pests and diseases, stock nutrition, forest products, preservation of foodstuffs and fuel.

Prickly Pears And Insects.

A most illuminating example of the valuable work done is in the story of the "prickly pear" in Australia. In 1788 the first prickly pear was imported from Brazil by Governor Phillip, and the first colonists. Two varieties of the cactus have now infested Queensland and New South Wales to the extent of 60,000,000 acres, which was increasing by a million acres yearly. The gravity of the problem was recognized as early as 1912, when a Travelling Commission was appointed, but no effective steps were taken until 1920, when a system of biological control was projected. The method pursued was to discover insects in Mexico which fed exclusively on prickly pear, and to import, breed, and acclimatise them in Australia. Certain caterpillars and beetle grubs, the cochineal insect, and the red spider were all successfully acclimatized, and already a difference is noticeable in the rate of increase of prickly pear.

Photographs Taken At Six-month Intervals.

Photographs taken at six-month intervals show clearly that at least one of the predators of Australian industry is within measurable distance of solution. If the land retrieved be value at no more than 5s. an acre the annual value of the work, merely in preventing the annual spread of the pest, may be estimated at £250,000 in this one branch of scientific research alone.

DRUG VICTIM AND RICH WOMAN.

PRISON FOR FORMER OFFICER WHO RUINED HER.

VANISHED £12,000.

A former captain in the Army, said to be of good family, awayed in the dock at Marlborough-street Police Court when sentenced to twelve months' imprisonment, and had to be led away by the assistant gaoler.

The man, George Lyon Denison, aged 42, described as independent, of Oakley-street, Chelsea, was said to have been a morphia addict for five years. The charge was one of obtaining £31 10s. by fraud.

Mr. E. Clayton, for the Director of Public Prosecutions, said Denison went about the West End, obtaining sums of money from various tradespeople by means of worthless cheques for small amounts.

Detective-sergeant R. Morrish, of New Scotland Yard, told a graphic story of Denison's extraordinary career.

He said Denison was given a commission in the King's Royal Rifles on September 15th, 1914, and a week later was promoted to the rank of captain. He relinquished his commission on September 24th, 1915, after twelve months' service on account of ill-health.

Betting Venture.

His Army service was satisfactory.

From January 1924 to September 1925 he carried on business as a professional backer of horses, and used an office in the West End.

In March 1924 he purchased his partner's interest for £350. He ceased to use the office in April 1925, and in the following September the landlord distrained.

Denison had, continued the officer, been bankrupt on four occasions. On the last occasion his liabilities were over £16,000; his assets nil.

One of the unsecured creditors was a Miss F. E. Finch Hutton, a friend who lodged proof of debt for £14,000.

In his examination Denison said Miss Finch Hutton was a friend of his family, and during 1924 and 1925 she assisted him generally.

She also confided her affairs to him, and he saw her almost daily up to May 6th, 1925, when a writ was issued against him for the return of monies, and against moneylenders, who held Miss Finch Hutton's promissory notes given as security for loans received by him.

On May 27th, 1925, a Receiver was appointed under the Lunacy Act of the estates of Miss Finch Hutton.

The writ alleged that Denison and the moneylenders were guilty of collusion and fraud.

Vanished Wealth.

Miss Finch Hutton is seventy years of age, and before 1924 was possessed of investments valued at £12,000, also jewellery and pictures.

On February 19th, 1926, judgment was given in this case against Denison as bankrupt.

Mr. Mead.—He ruined this woman!

Mr. Clayton.—Yes, absolutely.

In August, 1925, continued the officer, Denison was told by his bank that his account was closed but he continued to draw cheques on unofficial paper.

Detective-sergeant Morrish added that when he arrested Denison he said he had been ill for five years, was a drug taker, and had been under the care of two doctors. He had ascertained from one of them that Denison had been a drug addict for several years.

He would still require to be treated, and his supply of morphia should be cut down gradually.

Answering the magistrate, the officer said that Denison had been under his observation for one month.

Mr. Mead.—And during that time he has been taking drugs continuously?—Yes.

Denison, asked by the magistrate if he had anything to say, awayed and clutched at the rail of the dock. He was allowed to remain seated while making a statement.

Plea For Leniency.

Denison said, in a halting way: "I feel ill; will you give me another chance? My father is a well-known man and this will absolutely ruin him and the family. I will give you an undertaking that I will never do anything of the sort again."

He urged that he would never have been in this position but for drug-taking, adding: "My imprisonment in Brixton last night was enough to last me for ten years. It was the disgrace and the shame."

Mr. Mead (sternly).—The disgrace and the shame of it is not being in prison, but rather that you should defraud this woman, who was a friend of yours, of her fortune.

Mr. Mead said that Denison would go to prison for three months on each of the four charges.

He should say hard labour because in the future he might be able to perform it. Twelve months in gaol might effect a cure of the drug habit.

AT THE **QUEEN'S** TO-DAY AND TO-MORROW
At 2.30, 5.10, 7.15 & 9.20

A great picture with the two stars and the director of
"HE WHO GET'S SLAPPED"

A production of **VICTOR SEASTROM**
The TOWER OF LIES Starring **NORMA SHEARER** and **LON CHANEY**

AT THE **WORLD** TO-DAY AND TO-MORROW

GLORIA SWANSON IN **MADAME SANS GENE**
A Romance of Napoleon's Day

Orchestra at 5.15 & 9.20. Chinese Interpreter at 2.30 & 7.15
[The picture starts promptly at the above times.]

AT THE **STAR** TO-DAY & TO-MORROW
Continuous From 2.30 to 8.30

ZANE GREY'S great story—
The CALL of the CANYON
WITH **RICHARD DIX**, **LOIS WILSON**, **MARJORIE DAW**

TO-NIGHT AT 9.15
THE QUANTS IN "OH JOY."

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THE QUANTS
For Three Nights Only
TO-NIGHT
Friday, Oct. 28th at 9.15 p.m.
and
TO-MORROW
Saturday, Oct. 29th at 9.15 p.m.
"OH JOY."
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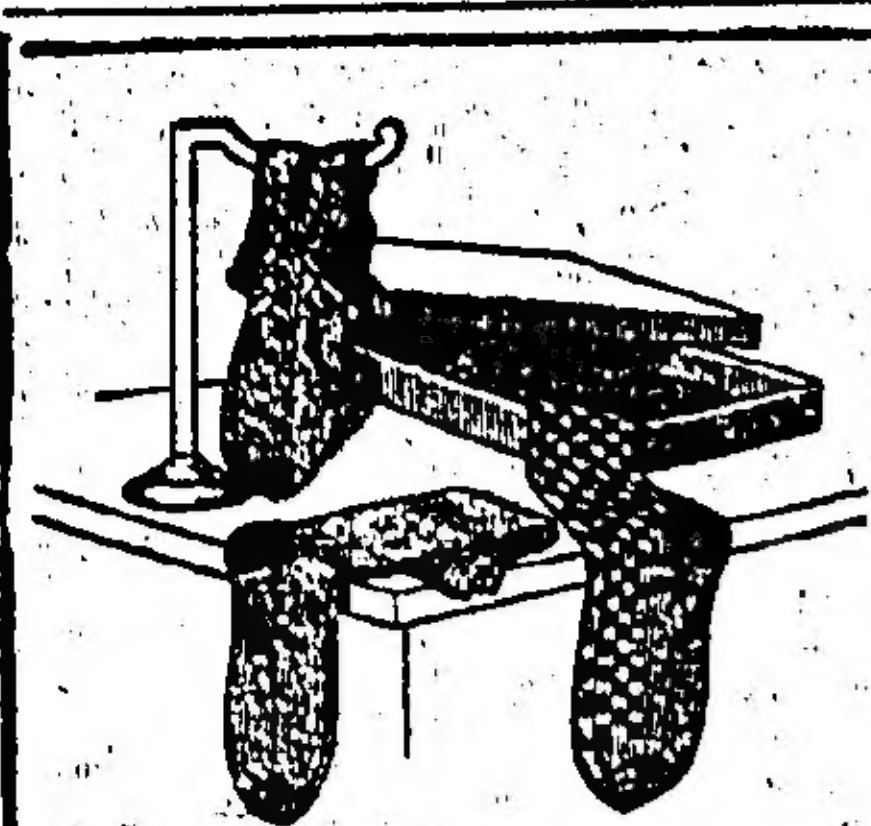
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LEGISLATIVE COUNCIL.

FOUR NEW BILLS.

MEDICAL REGISTRATION.

CHINESE EXTRADITION ORDINANCE PASSED.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber. H.E. the Officer Administering the Government (Hon. Mr. W. T. Southern, C.M.G.) presided and among those present were H.E. the General Officer Commanding the Troops (Major-General C. C. Luard, C.B., C.M.G.), the Colonial Secretary (Hon. Mr. E. R. Hallifax), the Attorney-General (Hon. Sir J. H. Kemp), the Colonial Treasurer (Hon. Mr. C. McI. Messer), Hon. Mr. R. A. C. North (Secretary for Chinese Affairs), Hon. Mr. H. T. Jackson (Acting Director of Public Works), Hon. Mr. W. E. L. Shenton, Hon. Mr. D. G. M. Bernard, Hon. Mr. R. H. Kotewall, Hon. Mr. A. C. Hynes, Hon. Mr. J. Owen Hughes and Mr. E. W. Hamilton (Deputy Clerk of Councils).

New Member.

Hon. Mr. R. A. C. North took the usual oath upon taking his seat as a member of the Council for the first time.

The Jesuit Order And The University.

The Attorney-General moved the first reading of a Bill intituled "An Ordinance to provide for the incorporation of the Procurator in Hong Kong of the English Assistance of the Jesuit Order." He said: The English Assistance of the Jesuit Order proposes to build a hostel to be attached to the University. To assist in that enterprise, the University have agreed to grant a sub-lease to the Jesuit Order of a portion of a site belonging to the University at Fly Point Battery. In order to secure the advantages of perpetual succession it is proposed that the Procurator in Hong Kong of the English Assistance of the Jesuit Order should be made a corporation sole. This Bill is intended to effect that object.

The Colonial Secretary seconded, and the Bill was read a first time.

Sinking Funds For Loans.

The Attorney-General moved the first reading of a Bill intituled "An Ordinance to amend the General Loan and Inscribed Stock Ordinance, 1913." He said: This Ordinance will amend the General Loan and Inscribed Stock Ordinance, 1913, so as to make it possible to discontinue contributions to the sinking fund of any loan issued under that Ordinance when the sinking fund has become potentially full; that is to say, when it is quite clear that the fund, without any further contributions, will be sufficient to pay off the loan at the proper time. It is obviously unnecessary to go on contributing to a sinking fund in these circumstances, and it may sometimes be financially undesirable to do so. In other cases it may be desirable to continue the contributions in order to pay off the loan as early a period as possible. Discretion is therefore given to the Government by this amending Bill to discontinue such contributions with the approval of the Secretary of State. Provision is also made to resume contributions if that should become necessary. This Bill is recommended to us, and was indeed drafted, by the Secretary of State. The Colonial Secretary seconded, and the Bill was read a first time.

Medical Registration.

The Attorney-General moved the first reading of a Bill intituled "An Ordinance to amend the Medical Registration Ordinance, 1884." He said: The Medical Registration Ordinance, 1884, is open to considerable criticism. Its provisions are by no means clear on certain points and several matters which ought to be provided for are not provided for. For example, one section gives the Colonial Secretary power to strike practitioners off the register in certain circumstances. Another section appears to direct that all questions of striking off the register should be decided by the Medical Board. Again, one section appears to contend that an appeal should always lie with the Governor-in-Council from any decision to strike a practitioner off the register. Another section which provides for striking off gives no express power of appeal from that action. Again it is uncertain whether there is power to strike off the register an unqualified person who has obtained registration by some fraudulent means unless he is first convicted of that offence, and, of course, conviction may be impossible because the person in question may have left the Colony. Again, the Medical Board, though it has power under the principal Ordinance to recommend that a practitioner should be struck off the register, has no power to censure. It is obvious that, in some cases striking off would be a too severe measure, but that some degree of censure is called for. This Bill proposes to deal with all these points and certain others. It

(Continued on next Column.)

THE 'DIOCESAN BOYS' SCHOOL.

CURRENT NEWS ITEMS.

Mr. D. Trafford who was an Assistant Master at the School from August 1920 to December 1923 will rejoin the Staff in April 1924. Mr. Trafford will teach Science, English and Mathematics.

25 Boys from the Diocesan Boys' School have been entered for the Hong Kong University Matriculation Examination in December and 21 boys for the Junior Examination.

The new covered playground is well on its way to completion and will be of great use for general assemblies, physical drill, etc. Since the School moved to its temporary premises it has not had a place in which the whole School could meet together at one time.

The Rev. H. du P. Pryor has supervised the making of an Altar for the Chapel. The fittings have been purchased in England but the altar has been made locally, and the Chapel is now used for private devotions. When the fittings are complete, there will be celebrations of the Holy Communion during Term time.

In Games the School has been very active recently in Association Football, Cricket and Tennis. Games with the Troops have been encouraged and the boys are being put on their mettle. The School is divided into four Houses, Brown, Blue, Yellow and Green. Inter-House Games and Sports are being arranged for November.

The fourth and last payment of School fees for the School year is due on Tuesday, November 1st. This is a good time for new boys to join the School.

will have the effect, I think, of clarifying the provisions of the principal Ordinance and of filling up gaps which at present exist. One thing it makes quite clear is that there will be power of appeal to the Governor-in-Council from a decision of the Medical Board to strike a practitioner off the register and it lays down the procedure to be followed on any such appeal. The Bill also proposes to transfer the medical register from the Colonial Secretary to the Principal Civil Medical Officer who appears to be the most suitable officer to keep that register. It also proposes to exempt the professors in the Faculty of Medicine at the University of Hong Kong from the necessity of registering as medical practitioners.

The Colonial Secretary seconded, and the Bill was read a first time.

Bills Passed.

An Ordinance to amend the Liquors Consolidation Ordinance, 1911, and an Ordinance to amend the Chinese Extradition Ordinance, 1880, were read a second and a third time and passed.

Certain amendments in the new Liquors Consolidation Ordinance were made in Committee. The Attorney-General said the amendments were proposed after there had been considerable discussion. In its original form clause five of the ordinance placed the onus on the defence to produce evidence that duty had been paid or that the defendant had reason to believe it had been paid. There was no obligation on the prosecution to bring forward evidence on these points at all. That was considered by some persons to be too severe and drastic and under the amendments proposed while the onus still remained on the defendant to prove that duty had been paid or that he had reason to believe it had been paid, it would be a duty of the Court to produce before the Crown any evidence which the defendant had not been paid or that defendant had reason to believe it had not been paid. If it so happened that through inadvertence, or possibly through some reasonable mistake, the prosecution did not put forward that evidence as part of the case the onus would still be on the defendant and when he had called his evidence the prosecution would still be able to call in reply any evidence that they might have on their side. But if that new evidence, which might have been called as evidence in chief, appeared to the Court to be such as to justify giving a further opportunity to the defendant to give evidence then he would be allowed by the Court to give further evidence to reply to the evidence called by the prosecution in reply to his original evidence. It was a very unusual and complicated procedure but it was the result of discussions which had taken place on this particular section of the Bill and he thought it would probably work out well.

Council then adjourned until next Thursday, November 3rd.

Reference to the Indian Watchmen's Bill and other matters dealt with at the Legislative Council will be found elsewhere in this issue.

FINANCE COMMITTEE.

A meeting of the Finance Committee followed the Legislative Council meeting, the Colonial Secretary presiding.

The votes of supplementary expenditure totalling \$5,500, details of which were given in the Daily Press yesterday, were approved.

THE UPPER YANGTZE CONDITIONS.

WORSE THAN EVER.

SHIPS HELD TO RANSOM BETWEEN ICHANG AND CHUNGKING.

The following extracts from a letter from a foreigner at Chungking, dated September 27th, are illuminating, especially in view of news received later that conditions have become much worse there. The writer states:—

The conditions under which ships are running between Ichang and Chungking were never worse. The bandits are strongly entrenched about 45 miles above Ichang, and they have been holding up ships, demanding and receiving various sums from a few hundred to 18 hundred dollars per trip.

The last Yangtze Rapid ship that came up left Ichang with 30 of the bandits on board, and it is presumed that only because the captain left Ichang very hurriedly at their request, because they were being chased, that the ship was allowed to pass the bandit district without being forced to pay money.

Not infrequently bandits board the ships, either at Chungking or Ichang, and then hold up the ship. Money and valuables are taken from the passengers and the crew, and then the ship is allowed to proceed. To overcome this one of the local officials has adopted the role of Bandit Prevention Guard, and for the sum of \$200 per vessel undertakes to see that no bandits board the vessel—while it is in port.

General Yang Sen imposed a special "inspection tax" at Pantou, and charged large ships \$100 inspection fees, and smaller ones \$200. For some unaccountable reason this imposition has been abolished. Yang too has said to be short of funds, but this is hard to understand, as his income for the six weeks ending September 15th from the special opium tax at Wapshien was one and a half million dollars.

As a protest against the heavy taxation on the river above Chungking merchant are holding on to their goods, with the result that only two or three out of a total of about 20 Chungking-Suifu boats are running. There does not seem to be a shortage of cargo for the larger steamers going down to Ichang, and freights rates are 15-3 per picul on downward cargo.—North-China Daily News.

ASSURANCE COMPANY'S DIVIDEND.

The Directors of the General Accident Fire and Life Assurance Corporation, Ltd. (Perth (Scotland) and London) have declared an interim dividend for the year ending December 31st, 1927, of 2 1/2 per cent. on the preference shares, and of 4 1/2 per cent. on the ordinary shares, both subject to income tax and payable on or after November 1st, 1927. This is equivalent to an increase of 1 per cent. in the dividend on the ordinary shares.

BRITISH AIRCRAFT BOUGHT BY CHILE.

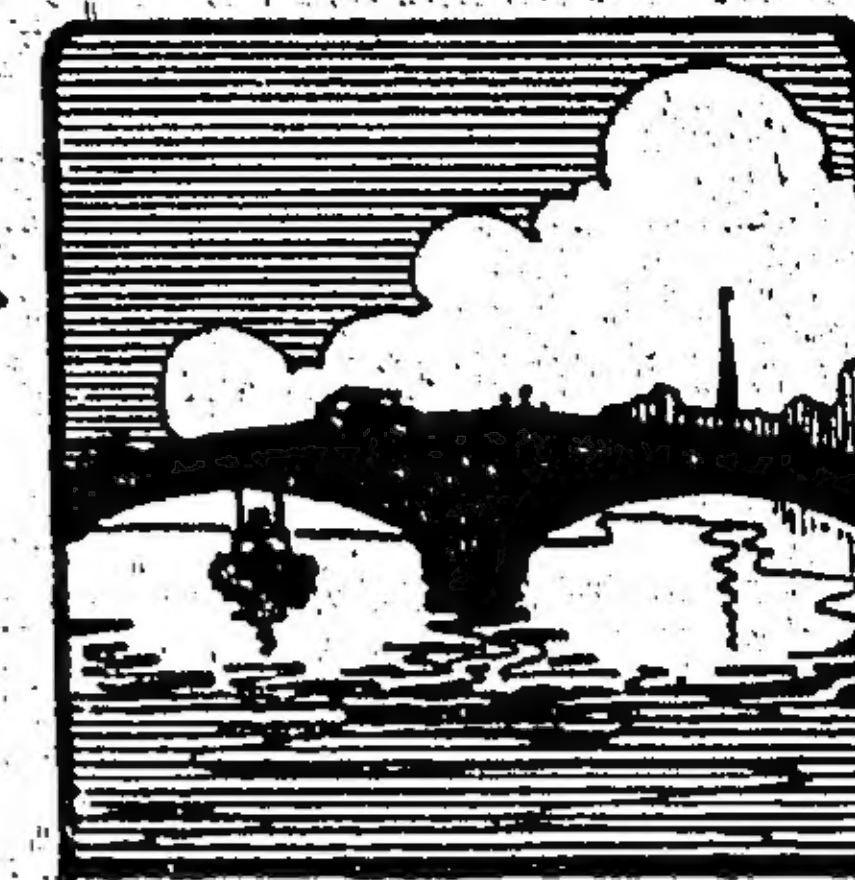
The Chilean Government has placed an order with the Fairey Aviation Company, of Hayes, Middlesex, for a number of naval aircraft, and is being supplied with the latest Fairey 111F machines. These are capable of being used either as land machines or, by means of interchangeable floats, as seaplanes, and they can be built as either two or three seaters. Four of these machines, it will be recalled, were used by Air Commodore Samson in the completely successful flight from Cairo to the Cape and back, and, apart from this severe and practical test, the Fairey 111F is also able to operate as a general purpose machine if necessary. Napier Lion engines are fitted, and the fact that the order was obtained in the face of keen foreign competition speaks well for the quality of British aircraft and the reputation of the Fairey Aviation Company.

R.A.F.'S CAPTAIN KETTLE. AIR COMMODORE SAMSON TO RETIRE.

LONDON, September 28th. Air Commodore Samson, who led the Air Force flight to Cape Town last April, and who has been nicknamed the Captain Kettle of the Air Force owing to his dapperness and short rakish beard, will shortly be retiring.

He was one of the English aerial pioneers and took a pilot's certificate in 1911. He was the first to make a cross-country night flight and the first to make an ascent from a moving warship. He flew the first seaplane, served in the Dardanelles and France and brought down many German planes. The enemy feared him so much that a price of £1,000 was laid on his head. His whole life has been packed with thrills. He is probably the only man with such a record for he was an aerial pioneer, served during the war, made daring flights after the war, and has lived to retire.

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Hong Kong Weekly Press

PUBLISHED TO-DAY

HAVING BEEN SEIZED BY A GANG OF PIRATES WHILE ON HER WAY TO AMOY FROM SHANGHAI THE CHINA MERCHANTS STEAMER IRENE WAS FIRED UPON AND STOPPED BY H.M. SUBMARINE I. 4 WHEN ENTERING BIAS BAY. SHE CAUGHT ON FIRE AND SUBSEQUENTLY SANK.

The full story of the Piracy is given in this week's issue. The incident reflects the greatest credit upon the submarine's commander for his firm action, and upon all on board for the courage and fine seamanship displayed in the work of rescuing passengers and crew from the sinking ship.

Of particular importance is the account of the methods employed by the pirates to extract information from their victims, torture by fire and the use of hammers, being applied to men and women.

In Canton the Government continues to make headway against the extremist elements. The city is strongly garrisoned, agitators have been arrested in large numbers and several unions proscribed.

War news shows further successes on the part of the Fengtienese forces operating against Shansi. In the South Canton is moving forces northward to guard against any hostile move on the part of the Hankow forces under Tang Seng Chi.

The WEEKLY PRESS gives succinctly the outstanding events of the Far East, which is at the moment the most interesting part of the world. There is no letter medium for those at home wishing to keep in touch with the situation.

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ADMINISTRATIVE REFORMS.

PLANS FOR CANTON AND DISTRICTS.

SOME OF THE OFFICIALS AND THEIR PROBLEMS.

(FROM OUR CHINESE CORRESPONDENT.)

Now that the Government has effectively routed the extremist element and cutadroit from the military complications of the Northern expedition a real attempt appears to be about to undertake many administrative reforms long overdue in Canton and Kwangtung. Prominent among those settling down to very useful work is a former supposed "Red" Mr. Chan Kung Pok, the new Commissioner of Civil Affairs. Mr. Chan, once regarded as a dangerous extremist, is now meeting representative executives from nearly 15 districts and cities near Canton City proper to consider measures to promote reforms for the benefit of the people and the suppression of brigandage, official corruption and military extortion. It is hoped that Mr. Chan will be loyal and energetically supported and that responsible people will come forward and participate in public affairs. Mr. Chan recently said that he would try and see that \$2,000,000 of the \$4,000,000 no longer going to support the Northern Expedition, is in future used to promote local industries. Commissioner Chan Kung Pok in his move for a more prosperous Canton is supported by Commissioner Chen Shih Jen of the Bureau of Reconstruction, who is promoting a \$10,000,000 scheme to establish a line of steamers to handle all the local products of the West, North, and the East Rivers. Mr. Chen and Mr. Kung Pok are both seeking to begin by restoring peace and order in Canton.

RIVER CONSERVANCY BOARD.

Dr. Tai En Sai, a brother-in-law of Mr. Sun Fo and a son-in-law of the late Dr. Sun Yat Sen, is to return to his post as director-general of the Kwangtung River Conservancy Board. Dr. Tai is a former law student and not an engineer, but his political influence and considerable capacity may help him to retain this job long enough to do some real work towards lessening the distress caused by the annual flooding of the principal rivers in the Canton Delta which destroys a great deal of rice and silk. Of late years, the job which Dr. Tai holds has been little more than a sinecure as no government has voted any money towards this urgently needed work. The little money allowed has done no more than to keep a large staff, which has had practically nothing to do. The public roads in Canton and vicinity are also under able management at present. Mr. Albert H. S. Chuck, Commissioner of Public Highways for the Province of Kwangtung; Mr. Henry Aki Pan-hoe, Commissioner of Public Roads in Canton City, and manager of the three large railways terminating in Canton, are all men trained in Western engineering science, having studied either in Europe or America. They now hope with encouragement from Commissioners like Chan Kung Pok and Chen Shih Jen, to carry out schemes for the construction of public works on a scale.

Being assured that the extremists in the Kuomintang are not likely to hold power for long in Canton, President Tai Chi Tao of Sun Yat Sen University, who is now in Shanghai, may return some time next November.

THE MISCHIEF MAKERS.

The left wing in Canton are doing their very best to persuade Mr. Wang Ching Wei, once the Chairman of the Kuomintang Central Executive, to return to the Southern capital. Mr. Wang may come back to Canton later on, but at present he is in one of the foreign concessions in Shanghai. It is rather expected that he will leave secretly for French Indo-China. Mr. Wang's friends in Hong Kong hope that he will visit them for a few days and that perhaps General Li Tsai Hsin will raise no objection to an equally brief visit to Canton.

General Wong Kie Cheung, who commands an important unit of the Cantonese Army, has wired to Mr. Wang Ching Wei welcoming him to Canton for a visit.

ANOTHER OFFICIAL ARRESTED.

Mr. T. T. Lee, retiring managing director of the Yueh Han Railroad, was arrested in Canton yesterday. The advisory board of the Line have accused Mr. Lee of malpractices and corruption while in office. Some of his subordinates are said to be implicated and their arrested has been ordered. Mr. Lee was a school-mate of Mr. Sun Fo in America. His present appointment dates back to the time when Mr. Sun Fo was Commissioner of Reconstruction in Canton.

The latest labour union to be proscribed by the Canton Authorities is that of workers in the tobacco shops and stands. Workers of the Salt Fish, Vegetable, and Fruit Unions who attempted to hold a joint meeting yesterday were forbidden to do so by the Authorities. These three unions have a total membership of nearly 4,000.

ROBBER ATTACKS WITH SCISSORS.

THE SHAMSHUPO ARMED ROBBERY.

The case in which three Chinese are charged with committing an armed robbery at Shamshupo, in the course of which one man was shot by a hukong, again came before Mr. W. Schofield at the Kowloon Magistracy yesterday.

Evidence was given to the effect that one of the robbers attacked the mistress of the house with a pair of scissors. Another Chinese witness stated that the third defendant occupied a cubicle in his house and that a few days before the crime was committed, the third defendant introduced the second defendant into the house also obtaining a bed space for him in the same house.

The case was again adjourned.

WINTER CONCERTS.

SECOND SERIES AT HELENA MAY INSTITUTE.

ANOTHER ENJOYABLE PROGRAMME.

Another enjoyable programme was given yesterday evening at the Helena May Institute when the second series of the winter-concert was held. There was a good attendance and several of the items were loudly enjoyed.

The special feature of the programme was that all the music dated back to the 18th century and earlier. The items were as follows:

- Unaccompanied Trio: Madrigal—How Merrily we live, Michael East; Messrs. Gardner, Barrow and Hargreaves Brown.
- Piano Solos: (a) Pastorale; (b) Copricis; Mrs. Hargreaves Brown.
- Songs: (a) I attempt from love's sickness to fly, Purcell; (b) Nymphs and Shepherd; Surgeon-Lieut. Bradfield, R.N.
- Song: Bergerette, Weckerlin; Mrs. Sanger.
- Quartette: Sarabande, Viola; Miss Jean Bragg.
- Unaccompanied Trio: Come Sirrah Jack Ho, Thomas Welles; Messrs. Gardner, Barrow and Hargreaves Brown.
- Piano Solos: (a) Gavotte Varice, Handel; (b) Sonata, Dr. Arne; Mrs. Hargreaves Brown.
- Trios: (a) Largo, Bach; (b) Sarabande, Le Clair; Violins: Mrs. Aubrey and Mr. John Bragg; Piano: Miss Caroline Bragg.
- Songs: (a) My Sweet Sweeting, Frederick Keel; (b) When from my love I look; Surg.-Lieut. Bradfield, R.N.
- Aria: Cense thy weeping, Handel; Mrs. Sanger with violin obligato, played by Mr. John Bragg.

INDIAN WATCHMEN.

PROPOSED LEGISLATION.

NEW BILL PASSES FIRST READING.

MR. F. C. JENKIN BRIEFED TO ENTER PROTEST.

The Ordinance to provide for the registration and regulation of watchmen, which passed its first reading at the Legislative Council yesterday, is not to be allowed to become law without a protest.

Mr. F. C. Jenkin has been briefed, through Messrs. Lee and Russ, on behalf of a number of Indian watchmen in the Colony to present their objections to the Bill. Mr. Jenkin will apply to H.E. The Officer Administering the Government to appear before the Council, and if permission is granted he will attend the meeting of the Council next Thursday afternoon and will give the watchmen's point of view when the Bill comes up then for its second reading.

As far as is known there is no recognised organisation of watchmen, but it is understood that they object strongly to the proposed measure and a number of them have banded together to arrange for the full presentation of their case.

First Reading Of The Bill.

In moving the first reading of the Bill at the Legislative Council yesterday, the Attorney-General said: Ten years ago the Captain Superintendent of Police inaugurated a system of supplying watchmen for private employers. The scheme had very small beginnings. It began with 20 men. The numbers are now increased so that at the present time over 600 watchmen are employed. It is true that some of these are employed as ships' guards and very soon the employment of ships' guards under the prevention of piracy regulations will cease to be compulsory, and it may be that some of these guards will no longer be employed as such, but there will still be a great number apparently who will be required as guards on shore and there may be many required also as ships' guards. The growth of the scheme shows that it has fulfilled a need and that it was found useful by employers of labour. It has grown to such dimensions that now it seems desirable to regulate it by statute.

Exceptions To Existing Practice.

The present Bill, and the regulations proposed to be made under it which have also been published, are intended on the whole to embody the existing practice. But there are certain important exceptions to that statement. In the first place when the Bill and Regulations become law the employment of any unregistered person as a watchman will be prohibited. There is one exception again to that statement, namely that the prohibition will not apply to watchmen of Chinese race, but it will apply to watchmen of any other race than Chinese. That is the chief point on which the Bill will vary existing practice. At present, of course, the employment of watchmen through the Police is purely voluntary. Anyone who now wishes to employ a watchman from elsewhere has not got to see that the watchman is registered with the police. In future he will have to do so.

Control Of Ships' Guards.

Regarding the control of ships' guards I may say that watchmen employed as ships' guards will also have to be registered and it will be an offence to employ any person as a ship's guard unless he is on the watchmen's register. The control of the police, however, over ships' guards will be quite different from that over other watchmen. Speaking generally once a ship's guard is employed he will be entirely under the control of the ship-owner who employs him and the police will have no control over his actions on board the ship on which he is employed. That meets one of the main objections to the present piracy prevention regulations.

Other Restrictions.

There are certain other restrictions which the Ordinance proposes to impose and one is against watchmen acting as money-lenders; another is against watchmen undertaking duties from two employers. Obviously that is undesirable because the result from that is that neither set of duties is properly performed. It is hoped, Sir, that this Ordinance and the regulations endeavour to keep to the existing practice, that the scheme which has worked so successfully hitherto will be equally successful, and more so, when it is regulated by Ordinance. The Colonial Secretary acceded and the Bill was read a second time.

KOWLOON MOTOR BUSES.

SMALL TYPE CRITICISED.

COLLISION CASE AT THE SUMMARY COURT.

In the course of a motor collision case, heard yesterday, at the Summary Court, before Mr. Justice J. R. Wood the question was briefly raised as to whether the small Ford type of motor buses are safe and suitable for their work. Inspector Mason of the Traffic Department thought they were not very suitable for their purpose and inclined to be top heavy.

The case was one in which the Kowloon Motor Bus Co. were plaintiffs and claimed against Mr. Henry Leung, assistant Comptroller of Jardine, Matheson & Co., Ltd., for \$710, the driver of a car, the alleged driving of which was stated to have forced one of plaintiff company's motor buses into a collision with a tree.

Mr. C. A. S. Russ was for plaintiff and Mr. H. J. Armstrong for the defence.

In the course of his evidence Inspector Mason, of the Traffic Department, in reply to a question as to whether the small Ford car type of bus was inclined to be top-heavy with a full load, he replied that in his opinion the type of bus was certainly not suitable for the work.

His Lordship pointed out in view of what Inspector Mason had stated that the buses were passed by the traffic department for passenger service and if they were top-heavy it was a serious thing to allow them on the road at all.

Witness said that he did not definitely say they were top-heavy. He merely expressed his own personal opinion that this type of bus was not suitable. There had been several cases of them having been blown over in typhoon weather. This only applied to the smaller buses and not to the new larger types.

His Lordship said that witness had been perfectly frank and he (His Lordship) maintained that it was a very serious matter. It was clearly not in the public interests that an Inspector should be called on to pass-out cars of a type which he considered not suitable.

Opening the case Mr. Russ said that about 4.45 p.m. on September 11th Bus No. 102 was coming from Lai-chikok to Tsimtsui at a reasonable speed, from ten to twelve miles an hour, when a private car driven by the defendant, came up from behind, passed the bus and turned in so sharply that the rear wheel of the defendant's car struck the front wheel of the bus causing it to swerve and dash into a tree at the side of the road. The bus was overturned, four of the sixteen occupants were injured and taken to hospital and the bus badly damaged.

The bus was in the repair shop for a considerable period after the accident and the claim for damages made up of the bill for repairs and the amount which the Company considered a fair average for the loss of the days' takings during the period in which the bus was out of commission. The average had been made out on a \$40 a day basis, the car not having return to service until September 22nd.

It was indicated for the defence that \$100 had been paid into Court. The amount of the repair bill, loss of daily takings, etc., was queried and other questions raised involving the suitability of this type of bus for road work.

His Lordship asked if the amount paid into Court did not satisfy, and Mr. Russ replied: "Very far from it." Sgt. Baysting, of the Traffic Department, who arrived on the scene of the accident shortly afterwards, said that the rear skid mark of the bus was 18. The off-side skid mark of the bus was 23 feet 5 inches in length, about the centre of the road.

Inspector A. H. Mason stated that he had examined the bus on the day following the accident, and had made a list of the damage sustained. Shown the bill put in by the repair shop, witness said in answer to him a fairly reasonable bill if all the work had been done.

Cross-examined by Mr. Armstrong witness agreed that this type of bus was inclined to be top-heavy fully loaded. A bus of this type would turn over more easily than an adding car or bus of heavier type if it struck against anything. Mr. Armstrong suggested that a bus might turn over if through some cause the steering became (Continued on next column.)

OBSTRUCTION BY FISH DEALERS.

TEST CASE DECISION.

POWERS OF SHOP OWNERS.

When a number of salt-fish dealers were summoned recently for causing obstruction by placing their goods in Mui Fong Street, in the western district, Mr. M. K. Lo submitted on their behalf that they had lawful permission, given by private authority, to place their goods there, inasmuch as the salt-fish proprietors had bought most of the shops in that one street for the purpose of carrying on their trade without molestation.

The decision, which was then reserved by Major C. Wilson, before whom the summonses were heard as a test case, was given yesterday when his Worship said:

"I take the view that lawful authority quoted for the purpose of Section 3, Sub-section 3 of Ordinance No. 1 of 1915, may be given by a private person, and that, therefore, the owners of shops in Mui Fong Street can lawfully give permission to their tenants to obstruct the streets to the degree that at present exists. The summonses are dismissed."

IMPERSONATING A POLICE CONSTABLE.

CHARGE AGAINST A CHINESE.

Charges of impersonating a police constable on three different occasions were made against a Chinese before Mr. W. Schofield at the Kowloon Magistracy yesterday. The man admitted two of the charges, but denied the third.

According to the police defendant represented himself as a member of the "hawkers' staff," recently transferred to Yau-mat, and threatened to arrest a woman who was taking some clothing into her house at Reclamation Street. He took the woman's name and address but she evidently suspected his *bona fides* and she gave information which led to the defendant being traced to the Tai Yat Theatre and handed over to the police.

Witnesses called testified to the fact that the defendant represented himself to be a policeman, one witness saying that he demanded a dollar.

Defendant still denied the charge, and the case was adjourned until this morning to enable a witness to be called to give evidence on his behalf.

"wobbly."—Witness replied that the bus had only come up for its annual try-out six days previous to the accident and steering trouble, he thought, could not possibly have developed within that time.

Asked what a reasonable price for the bus would have been at the time of the annual try-out, witness said he was not an expert on prices but he thought the bus then would have been worth something like \$800.

The question of top-heaviness was then raised by the judge as already reported.

The defendant Mr. Henry Leung, assistant comptroller of Jardine, Matheson & Co., Ltd., stated that he tried to pass the bus several times but owing to the narrowness of the road he could not. When they came to a wider section he again attempted to pass the car, accelerating for this purpose. At the same time a coolie woman stepped out from the side of the road towards the car and he had to swerve to the left to avoid knocking the woman down. He came into collision with the bus as a result of the swerve. Owing to the suddenness with which the woman stepped out from the side of the road he could not have stopped his car in time to avoid her.

Mr. Russ suggested that if every one adopted such tactics in swerving right out to avoid an accident there would be many more accidents happening on the roads. He contended that this did not affect the question of liability.

The defendant's evidence was corroborated by Mr. Leung Iu-kwan, a director of the Sun Company, who was a passenger in the car at the time.

His Lordship then went into the claim of the plaintiff and reduced the amount claimed to \$481. His Lordship then said he would not as yet decide the question of liability. He would hear solicitors for both sides, if they so desired, at a later hearing and would himself consider the authorities regarding the position when a car which was stated by expert evidence to be unsuitable for road traffic was involved in a collision.

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4404	Act II, Scene I (Shakespeare)	MILE OLGA D'AVRI
4405	Tartuffe—Declarations Scene 3	MILE OLGA D'AVRI
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THE HALF-YEARLY GENERAL MEETING OF MEMBERS will be held in the Jockey Club Room, HONGKONG CLUB ANNEX, on SATURDAY, 29th OCTOBER, 1927, at 12.30 P.M.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 12th October, 1927. [5424]

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The Daily Press.

HONG KONG, OCTOBER 28th, 1927

THE ENGLISH JURY SYSTEM.

A suggestion put forward by a Halifax solicitor, Mr. J. W. PICKLES, at the annual provincial meeting of the Law Society, that the juryman of to-day should be replaced by five highly paid experts has given rise to a great deal of criticism. There are, of course, some elements of attraction in the appointment of a specially paid panel, the members of which make it their profession. The average man is not fond of jury service. He regards it as an affliction which interferes with his pleasure or his business. He is apt to consider himself as a martyr to duty when he is obliged to listen to some case in which he has no interest. But his very dislike of the duty is one of the best guarantees of his fitness to discharge it. Boredom is a sounder basis for impartiality than an instructed technical interest by a salaried jury of professionals.

Mr. PICKLES' proposition is diametrically opposed to the whole theory of the English jury system. The origins of that system are lost in antiquity. Originally juryman were called together, not to try the facts, but because they were cognisant of the facts. They were local people who were presumably more likely to know the truth of the matter than anyone. The jury were the prisoner's neighbours, and even to-day the theory persists that

the jury both in civil and criminal cases represents the public. It is the rule now, however, to exclude from juries those who know the prisoner or the facts of the case, and this is wise and right, because the province of juries is to arrive at a just decision on the evidence alone. And when twelve jurors composed of ordinary folk, experienced in the ordinary affairs of life, and taking a common-sense view, are agreed upon their verdict their conclusion is usually sound.

As against this, professional juryman at a salary of £1,000 a year each might have experience in trying cases, and possess an intelligence much keener than the amateur. But they could not have the same outlook as the ordinary juryman who now serve. It is not necessary to discuss the possible risk of corruption. The fundamental objection, we think, to paid experts in the jurybox is that they would inevitably become stereotyped. They could not have the same independence as the amateur, and there is no reason to suppose that they would be sounder in their findings. Indeed, they might easily be less trustworthy since they would lack the varied experience of life the ordinary juries are able to bring to bear on the facts placed before them.

It is safe to predict that the British people will never consent to trial by jury as it has existed for so many centuries being materially changed. It may be that in the opinion of some lawyers like the Halifax solicitor a jury as we know it is a rough-and-ready instrument for establishing guilt or innocence or for assessing damages, but people hold to it because men and women cling to the idea that it is a good thing to be tried or to have one's rights assessed by one's fellows. While that idea subsists juries will continue to be composed of twelve good men and true, and no higher intellectual qualifications will be demanded of them.

In this connection it is interesting to observe that in his recently published "Law, Life and Letters," Lord BIRKENHEAD, the brilliant ex-Lord Chancellor of England, has a passage which is germane to this subject. He writes of "the broad and simple" principle that what twelve ordinary men (and I suppose I must add ordinary women) think of the facts is, on the whole, more likely to be right than a very highly instructed legal functionary." In his opinion that view is well founded. Moreover, Lord BIRKENHEAD adds that in the thousands of cases which he argued before juries when he was at the Bar, he can remember only three in which he was absolutely certain in his own mind that the juries were completely wrong.

One Chinese case of enticement was reported from the Victoria district on Wednesday.

Another Organ Recital is being given by Major E. J. Barkham, in aid of the Organ Fund, at St. John's Cathedral this evening, at 5.45.

The management of the Tung Wah Hospital has succeeded in collecting approximately \$4,000 for the extension fund. Of this sum the local Chinese Pawn Shop Owners' Association contributed \$3,000.

Bitten by a dog belonging to Mr. P. Lanigan of No. 2 Cox Path, Kowloon, a Chinese woman was on Wednesday taken to the Kowloon Hospital for treatment. The dog was removed to the Mataukok Depot for observation.

A Chinese was fined \$700, or six months' hard labour, at the Central Magistracy yesterday for being concerned in an illegal lottery. It was stated by a detective that the lottery was a private one, but the result hinged on the drawing of the Macao lottery.

A Social Gathering will be held in the Cathedral Hall, on Sunday, after Evensong (8 p.m.). A cordial welcome will be extended to all Service Men and others.

A Chinese, named Li See was formally charged at the Central Magistracy with unlawful possession of two Tigar pistols, two magazines, 251 rounds of ammunition, and a contrivance by which a pistol could be converted into a sort of machine gun. The case was adjourned for hearing at 12.15 to-day when Mr. R. E. Lindsell will sit together with Major C. Willson.

On an application made by Mr. Leo d'Almada at the Kowloon Magistracy yesterday, a further remand was granted until Tuesday next in the case in which a Chinese is alleged to have cheated a pawnbroker by obtaining money on a pair of bangles which he represented to be solid gold. A woman who was also charged at a previous hearing in connection with this offence was discharged.

The Hong Kong and Shanghai Hotels, Ltd., were plaintiffs in an action at the Summary Court yesterday before Mr. Justice J. R. Wood, the defendant being Mr. R. F. Strange. Mr. H. J. Armstrong appeared for the Hotel Company, but defendant was not present. Evidence was given by Mr. F. C. Barry, accountant, and His Lordship entered judgment for the amount claimed, \$77.03, with costs.

Booking is now open at Moutrie's and the Star Theatre for the three performances to be given at the given at the "Star" by the "Quaints." To-day and to-morrow they present "O Joy," and on Sunday "No, No, Nanette." The performances commence each evening at 9.15 and the prices of admission are \$4, \$2 and \$1. The orchestra is to be specially augmented for these three performances.

A Chinese was charged yesterday afternoon before Mr. R. E. Lindsell at the Central Magistracy with embezzling the sum of \$1,030 on divers dates from the Hing Yip Company. The accused was a partner in the firm. Mr. A. E. Hall appeared for the defendant and Mr. L. D. Turner was for the complainant. At the request of Mr. Turner the case was adjourned for one week. Bail was allowed in the sum of \$5,000.

The passenger list of the P. & O. Mongolia, arriving yesterday, contains the names of Lady Stratheden and Lady Marsham, both for Shanghai. Lady Stratheden is the wife of Alastair Campbell, the fourth Baron of Stratheden and Campbell, now serving in the Coldstream Guards. She is the eldest daughter of Colonel W. Anstruther Grey and was married in 1923. Lady Marsham is the wife of Viscount Charles Marsham, eldest son and heir of the fifth Earl of Romney, she being the eldest daughter of Sir Colin Keppel. The Viscount is also serving with the Coldstream Guards, holding the rank of Major.

Passengers arriving yesterday by s.s. Mongolia, from Home, included the following: Mr. and Mrs. J. E. Anderson, Miss Anderson, Mr. W. Adamson, Mrs. Allen, Mrs. D. Booker, Mr. F. S. Bourke, Mr. W. T. Cromby, Mr. N. Fitzmaurice, Rev. H. W. Gallagher, Mr. H. J. Hodgkins, Mrs. Harlen, Miss Harlen, Mr. and Mrs. F. R. Jones, Rev. P. J. Joy, Mrs. C. D. Lambert, Mr. and Mrs. W. Lawson, Mrs. Lawson, Miss J. F. Mackenzie, Mrs. McCoy, Miss L. O. McVillie, Miss Nevill May, Mr. and Mrs. J. S. McEachern, Rev. D. MacDonald, Mrs. D. M. Richards, Mr. and Mrs. J. Stewart, Mr. W. Stoneham, Mrs. N. Sutton, Mr. and Mrs. J. Sloan, Master J. Sloan, Master C. Sloan, Mrs. Summers, Mr. and Mrs. F. S. Soutar, Mr. R. D. Stern, Miss E. P. Stewart, Miss D. F. Stanton, Miss M. Brough Warren, Mrs. Womack, Mrs. O. C. Womack, Mrs. Weld.

While Sergeant Elliot, of the Royal Army Service Corps, was riding his motor cycle in the New Territories on Wednesday, he was thrown from his seat and injured his knees and hands. A Chinese woman who was the cause of the accident was also hurt and had to be taken to the Kowloon Hospital.

A sentence of six months' hard labour was imposed by Mr. R. E. Lindsell at the Central Magistracy yesterday on a Chinese man for stealing the property of her mistress while the latter was in prison. It appeared that in addition to stealing a sum of money and some clothing, she took her mistress' pass book and drew \$1,250 from the Bank of Canton.

After being adjourned from last week, the summons against Major G. L. Gore, 5/2nd Punjab Regiment, for allowing a dog to run about in Nathan Road without a muzzle was again before the Kowloon Magistracy yesterday when defendant failed to appear. The case was adjourned for another week to enable the police to ascertain his whereabouts.

LOCAL WEDDING

HOU'SDEN-HIGHTON.

The wedding took place yesterday afternoon at St. Andrew's Church, Kowloon, of Mr. Stanley William Hou'sden, missionary, residing at No. 11, Causeway Hill, Causeway Bay, and Miss Annie Victoria Highton, also a missionary, of No. 18, Cheung Chow.

The bride, who wore a frock of white crepe-de-chine, veil and orange blossom, carried a bouquet of white roses, and was given in marriage by Mr. C. R. Wilson. She was attended by Miss Lucy M. Baird, who wore a dress of blue crepe-de-chine, and hat of black velvet, and carried a bouquet of pink roses.

The "best man" was Leading Aircraftman Barnett, and the Rev. W. Walton Rogers officiated. Following the Church ceremony, a reception, which was attended by many friends of bride and bridegroom, was held at St. Andrew's Church Hall.

The honeymoon is being spent at Macao, and the bride's going away dress was of Wedgewood blue silk, with hat of fawn velvet and coat to match dress.

FIRE ON S.S. "ANJOU."

NO DAMAGE DONE.

A small fire broke out on board the s.s. Anjou yesterday evening shortly after seven o'clock. The outbreak was confined to the lazarette and before any damages could be done, the fire flint went to the scene, and was given in an appliance from the Central Station, the blaze was extinguished.

The Anjou was lying alongside the Tai Hing Wharf and when the outbreak occurred, a great crowd of people gathered on the waterfront to watch the firemen at work.

FISHING JUNK ATTACKED.

A brief report was received at Police Headquarters yesterday to the effect that a case of armed robbery and wounding had taken place on board a fishing junk near Kwong Chow Wan at 4 p.m. on October 24th.

The robbers apparently escaped with a quantity of money and jewellery and clothing, after wounding five members of the fishing boat's crew. A sixth member of the crew is reported missing.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 4.15 p.m., stated:—

Pressure is highest over north Japan. The typhoon is situated about 100 miles S.E. of Naha, moving N.N.E.

LOCAL FORECAST:—East winds, moderate, fine.

FROM MANILA.

A message from Manila of 4 p.m. yesterday states that the typhoon was in about 130deg. Long. E., 24deg. Lat. N., recurring north-eastward.

DEATH OF MARQUESS OF CAMBRIDGE.

LOCAL SYMPATHY.

RESOLUTION PASSED BY LEGISLATIVE COUNCIL.

Before the commencement of the routine business at the meeting of the Legislative Council yesterday afternoon H.E. the Officer Administering the Government (Hon. Mr. W. T. Southern, C.M.G.), said:—Hon. members will have heard with great regret of the death, on the 21st inst., of the Marquess of Cambridge, beloved eldest brother of Her Majesty the Queen. I know that honourable members will desire to give expression to their loyal sympathy with Their Majesties the King and Queen and to members of the Royal Family in their sorrow. I, therefore, move the following resolution:—

The members of the Legislative Council have heard with profound sorrow the sad announcement of the death of the Marquess of Cambridge and desire to tender their humble duty and to express their loyal and respectful sympathy with Their Majesties the King and Queen and the Royal Family in their bereavement.

Hon. Mr. R. H. Kotewall: It is with profound sorrow that I respectfully second the resolution.

Hon. Mr. D. G. M. Bernard: I beg to support the motion.

The resolution was carried in silence, all members of the Council standing.

THE QUANTS.

"THE BLUE TRAIN."

A THOROUGH GOING SUCCESS.

"The Blue Train" is full of laughter and good (or naughty) things. It may shock a few people but it is very good fun. The audience last night thoroughly enjoyed it and showed their appreciation in no uncertain terms. We missed Mr. Salisbury and his delightful smile, but Mr. Gordon Rennie to some extent took his place and played excellently. Mr. Rennie knows how to play the clown and the "Johanne" without playing the fool, an unfortunately rare accomplishment.

Miss Francis Day made a very charming Elsie and her song "When a Girl is in Love with a Man" was very pretty and heartily enjoyed.

Of course Miss Fay Cole was her usual delightful self and when ever she is on the stage she holds ones attention both by her dancing and her piquante personality. Every member of the cast seems well suited in this play and they show their versatility.

"The Blue Train" is one of the most successful pieces played by "The Quants" during their present season; though each has been good and had its admirers.

Once more scenery and dresses are beyond reproach, it is rare indeed to find the ladies of touring company with so varied and lovely a wardrobe. The Swiss scenes were particularly attractive.

"The Quants" go to the Star Theatre, Kowloon, to-night and are giving "Oh Joy" to-day and Saturday. On Sunday "No, No, Nanette" is to be given, and next week we hope to welcome them back to the Theatre Royal.

OPIUM SMOKING IN SHANGHAI CONCESSION.

RAIDS BY POLICE.

SHANGHAI, October 22nd.

On Thursday and Friday evening the police of the French Concession carried out raids upon opium smoking establishments in various districts of the French Concession. In one place situated in the eastern district of the Concession, seven pipes and six lamps were seized, and 17 smokers placed under arrest. The proprietor of the place will be brought before the French Mixed Court.

On Thursday afternoon, also, raids were made on places in the northern and central districts with the result that 25 pipes and nine lamps were seized and 23 smokers detained. The proprietors of the latter places have been placed under arrest, and will come up before the Mixed Court, also.—North China Daily News.

THE LATE LORD IVEAGH'S ESTATE.

\$4,400,000 IN ESTATE DUTY.

MAGNIFICENT PUBLIC REQUESTS.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 27th.

Lord Iveagh's will will probably be admitted to probate at a minimum of £11,000,000.

The estate duty will be £4,400,000 and will be the largest single payment in recent times.

Large gifts have been made to public bodies.

Deceased bequeathes Kenwood Estate of 74 acres to the nation from 1935 and gives a large number of pictures, valued at £200,000, from his gallery, which is the finest private collection in the world, to be placed in the mansion on the estate, which will be converted into a public art gallery.

[BRITISH WIRELESS SERVICE.]

Requests To Public Bodies.

RUSSY, Oct. 27th.

The will of the late Earl of Iveagh will probably be admitted to probate in the sum of not less than £11,000,000 and estate duty to the amount of £4,400,000 will be paid in course of the next few days.

Large gifts are made to public bodies under Lord Iveagh's will, including £60,000 to the King Edward Seventh Hospital Fund for London; the income from £63,000 to Saint Patrick's Cathedral, Dublin, for such time as the Cathedral shall be used for the Protestant Church of Ireland; the income from £125,000 to be devoted to the augmentation of livings of the poorer clergy of the Protestant Church in Ireland.

Extension Of Hampstead Heath.

Regarding the mansion and 74 acres of meadow and woodland, known as Kenwood, purchased by Lord Iveagh and to be reserved for the public as an extension of Hampstead Heath, the will expresses the wish that the mansion be converted at the expense of the estate into a public art gallery to be open to the public. To found this gallery Lord Iveagh bequeaths from his large private collection, said to be one of the finest in the world, a number of pictures valued at about £200,000. Lord Iveagh personally collected the pictures, which will include 14 by Reynolds, 10 by Romney, several by Gainsborough and others by Lawrence, Turner, Crome, Hopper, Morland, Raeburn, Vandyck, Rembrandt and Vermeer.

Other Large Sums For The Treasury.

Duties on estates of other millionaires which come into the Treasury receipts for the current year include £2,000,000 offered to the Chancellor of the Exchequer by Lady Houston, in respect of the estate of her late husband who died in the Channel Islands; the sum of £1,000,000 in respect of the estate of the late Lord Cowdray; £204,000 from the estate of Mrs. Douglas Hamilton and £215,000 from that of Lord Lansdowne.

RUMANIA'S CRISIS.

PRINCE CAROL'S VIEWS.

[THROUGH REUTER'S AGENCY.]

PARIS, Oct. 26th.

Prince Carol, interviewed, said that the letters carried by M. Manolesco consisted of communications to leaders of the political parties in Rumania, including the Prime Minister, M. Bratianu. These letters confirmed the statements he had previously made but which had not been permitted to circulate in Rumania. He alleged that notwithstanding this, the Rumanian Government had published an announcement abroad saying that these statements had produced no effect.

Prince Carol argued that the arrest of M. Manolesco tended to show that there was a movement in his favour.

FENGTIENESE AGAIN CLAIM TO HAVE CAPTURED CHOCHOW.**SHANSI TROOPS' SPLENDID RESISTANCE FINALLY OVERCOME.****NATIONALIST ARMY CORPS SEVERELY DEFEATED.****RUMOUR THAT AN ARMISTICE IS BEING ARRANGED IN CHIHLI.**

Fengtienese Headquarters again announce that they have captured Chochow after a severe bombardment, against which the Shansi troops stood out bravely but at last gave way. It is also reported that Fengtien troops from Kalgan have been fighting at Chakowpu.

There is a rumour current that preparations are in hand for an armistice between the Fengtienese and the Shansi-ites.

CHOCHOW "OFFICIALLY" CAPTURED. NATIONALIST ARMY CORPS SEVERELY DEFEATED.

[THROUGH REUTER'S AGENCY.]

PEKING, October 27th. Chochow is again officially captured. The city which was captured by a Shansi raiding party early in the campaign has been officially reported captured twice previously, but the besieged troops stubbornly held out against a severe artillery bombardment. On one occasion the capture of two of the city gates by the Fengtien troops led to reports of the city's fall but the Shansi-ites held out.

It is now claimed that after a severe bombardment the besieged capitulated this morning, and that the Fengtien troops are entering to disarm them.

The Ministry of Military Affairs announces that Fengtien troops have captured Chaikowpu whereat the first shots of the present war were fired.

MR. WANG CHING WEI COMING TO CANTON.

(Wah Tsz Yai Pao.)

SHANGHAI, Oct. 27th. Mr. Wang Ching Wei arrived at Shanghai on the 24th inst. and left on the following day for Canton.

GENERAL TANG SENG CHI AND THE FENGTIENESE.

(Wah Tsz Yai Pao.)

SHANGHAI, Oct. 27th. From the Headquarters of the 7th Army Corps (Nanking) a statement has been issued revealing how General Toig Seng Chi negotiated with the Northern warlords Marshal Sun Chuan Fang and Chang Tso Lin. It says that General Tang sent a representative to negotiate with Sun Chuan Fang with regard to a joint attack upon Nanking. Tang was prepared to attack Nanking from Southern Anhui and his father was establishing a military agency in Peking.

In an interview, General Yang Yu Ting said that General Tang Seng Chi had offered to co-operate with the Kuomintang Government, but the latter wanted him to get rid of the Communists and give up the Kuomintang cause. General Tang had replied that it was within his power to drive out the Communists. With regard to the second point General Tang expressed a mild refusal and said that owing to his peculiar position in the Yangtze Valley the time had not arrived for him to sever his connection with the Kuomintang. According to a Japanese report, the Fengtienese in the Peking-Suiyang Railway zone, resumed their offensive against the Shansi troops yesterday.

The Secretariat of the Nanking Government has issued a communique to the effect that according to a telegraphic report from the cruiser *Chogyu* the Nanking troops, in co-operation with the cruiser fleet commanded by Commodore Chen Su Fueng, completely captured Anking on the night of the 25th inst.

AN ANTI-OPIMUM AND DRUG MONOPOLY.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 27th. It is noteworthy that the Kiangsu Anti-Opium and Drug Monopoly, which supplies opium to South Kiangsu, is reported to hold stocks of opium in Shanghai valued at \$17,000,000.

THE ILL-FATED ITALIAN LINER.**CAUSE OF DISASTER AND NUMBER OF VICTIMS UNCERTAIN.****THE INSURANCE.**

[BRITISH WIRELESS SERVICE.]

RUGBY, October 27th. Doubt still exists as to the actual number of missing in the Italian liner *Principessa Mafalda* disaster. Latest estimates vary between 34 and 94, but authentic information is unlikely to be available before the ships carrying survivors reach port and the names of the saved are checked with the records. It is expected all all these ships will report either at Rio or Bahia during to-day.

The cause of the disaster still seems uncertain.

The Insurance.
The *Principessa Mafalda* is stated to have been insured to the value of about £31,000 on the London marine insurance market, the risk coming on assurance of Italian underwriters. In addition, insurances on cargo are also placed in London for a considerable amount. There are also policies covering the shipowners' liability which includes statutory liability for loss of life at sea.

[REUTER'S AMERICAN SERVICE.]
"Keep Cheerful: We Are Coming."

RIO DE JANEIRO, Oct. 27th. "Keep cheerful: we are coming" was the wireless from the Blue Star steamer *Empire Star* among the replies the *Mafalda* received to her SOS sent out as the passengers were merrymaking at suppertime.

The prospect of soon landing and the dancing and laughter were turned to tears when the ship stopped and the captain ordered all to report immediately at the lifeboat and raft stations.

The crew laughed and joked to the accompaniment of sobbing women and children, while the orchestra struck up the Italian National Anthem.

Many minutes elapsed before a wireless message announced that the French steamer *Formosa* and the Dutch steamer *Athena* (not the German *Athena*) were full-speeding towards the *Mafalda*. Then came the *Empire Star* message. The rescue ships had scarcely arrived when an explosion occurred in the boiler-room and the *Mafalda* began to sink.

The sea was calm, the sky clear and only darkness impeded the work of rescue.

Experts in London state that the insurance on the *Mafalda* is about £30,000, a large proportion of which will fall upon the London market owing to reinsurance.

[EARLIER TELEGRAMS.]
RIO DE JANEIRO, Oct. 26th. It is known that 1,200 people who were aboard the *Mafalda* have been saved, so the loss of life is small.

Difficulties were experienced days ago, when the vessel was lamed through breaking a propeller shaft. The captain relied on making port safely. Water, however, forced its way into the stern, and an explosion of the boilers occurred, while the passengers were dining.

The first indication of the disaster was the liner shaking as if it had been struck by a tremendous impact. The passengers sprang to their feet, and rushed on the decks, or donned lifebelts, while many jumped overboard. There was a calm sea.

The coolness of the officers averted a panic, and enabled most of the voyagers to abandon the ship rapidly.

A persistent SOS summoned ten vessels which were in the near vicinity. The first alarmist reports of heavy fatalities were due to erroneous passenger lists being used to estimate the number aboard.

The captain of the steamer *Formosa* wireless that the rescue vessels hope to save almost all those on board the ill-fated *Principessa Mafalda*. He says that four more rescue ships have arrived.

The revised figures issued by the Company's offices state that there were 1,200 persons on board the steamer, including 240 crew.

The vessel is reported to have remained afloat four hours after sending out her SOS signals.

(Continued on next column.)

FRANCO-AMERICAN TARIFF DISPUTE.**DEFINITE AGREEMENT IN SIGHT.**

[THROUGH REUTER'S AGENCY.]

Paris, October 27th.

As a result of the latest exchange of Franco-American Notes on the subject of Tariffs, Minister Bokanowski has announced that a definite agreement is in sight and that a step forward has been taken by the establishment of a provincial regime governing the commercial relations during the period of negotiations necessary to adjust certain details whereby France concedes to the United States the same duties as she enjoyed before the signing of the Franco-German Commercial Treaty except in the event of the minimum Customs Tariff conceded to Germany being higher than such duties.

SOUTH AFRICA'S FLAG SETTLEMENT.**GENERAL HERTZOG'S ANNOUNCEMENT.****EXCELLENT FEELING MANIFESTED.**

[THROUGH REUTER'S AGENCY.]

CAPETOWN, October 26th.

Princess Alice, Mr. Sastri, Senators and Provincial Councilors the people agree that the question has been finally settled.

General Hertzog was warmly applauded when he began his announcement of the flag settlement with a graceful gesture in saying that he would speak English, so that everyone in the house would understand him.

He enunciated the points of the settlement already announced, and declared that the national flag would express the position of the Union as an independent Dominion. He gave details as to the flying of the Union Jack, and emphasised that henceforth the object was to reconcile all the people of South Africa. This was the crowning work of what had been accomplished by the Imperial Conference. For a century there had been a constitutional conflict in South Africa, but to-day 90 per cent. of the people agree that question has been finally settled.

General Smuts in a speech said that he was convinced that the settlement would form the basis for a lasting and honourable peace.

Mr. Malan proposed that the Bill could appropriately come into force next Union Day.

The second reading, was passed unanimously, and the House then adjourned.

General Hertzog, General Smuts, and Sir Thomas Smart walked out arm-in-arm.

SCHWARZBART ACQUITTED.**END OF PARIS TRIAL.**

[THROUGH REUTER'S AGENCY.]

PARIS, October 26th.

Schwarzbart, who was accused of the murder of the Ukrainian hetman Petlura, for alleged anti-Semite policies, has been acquitted of the charge of murder.

[THROUGH REUTER'S AGENCY.]

LONDON, October 26th. The Blue Star Line announces that the steamer *Athena* rescued 300 of those off the *Principessa Mafalda*.

[BRITISH WIRELESS SERVICE.]

Comparatively Small Number Missing.

LATER.

The latest messages received in London regarding the loss of the Italian liner *Principessa Mafalda* show that the loss of life is fortunately less than was feared. It is stated officially from Bahia that the missing number 65, over 1,100 passengers and crew having been rescued by other ships. The British steamer *Arcton* of the Blue Star Line has on board 400 survivors. She is bound for Rio de Janeiro where in the ordinary course she would have arrived to-morrow. The *Empire Star* of the same line saved 185 persons. She was bound for London but was able to transfer the rescued persons to the French steamer *Formosa* which will take them to Rio de Janeiro. The *Formosa* herself is stated to have picked up 120 survivors. The German steamer *Athena* is reported to have aboard 400.

No British were booked in London for the *Principessa Mafalda* though some may have booked at ports in Europe.

A BISHOP AND HIS "GORILLA SERMONS."**ANOTHER OPEN LETTER TO THE PRIMATE.****"THE TRUTH PIERCES LIKE A SWORD."**

[THROUGH REUTER'S AGENCY.]

LONDON, October 26th.

The Bishop of Birmingham has addressed a second open letter to the Archbishop of Canterbury in which he says that His Grace by tacit acknowledgment of the truth of the biological doctrine of evolution, removes from the Ministers of the Church any qualms as to proclaiming it.

He says that his so-called "gorilla sermons" sought to emphasize the readjustments of the traditional Christian dogma rather than the doctrine itself. He expresses the opinion that the many-sided excellence of the Old Testament ought to be preserved, rather than disparaged.

Referring to the Archbishop of Canterbury's statement that he has given "real offence" to some churchfolk in the Sacramental issue, the Bishop says that some pain is inevitable. "The truth pierces like a sword." He proceeds to enlarge on the question of an experimental test of the Sacramental dogmas, and again states that his Sacramental teaching, in which he states that the real presence of Christ can be with his followers in public worship and Communion, but there is no objective real presence of Christ attached to the bread and wine used in Communion.

FERTILISER TRIALS.**STATEMENT BY SIR A. MOND.**

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 26th.

Sir Alfred Mond, addressing the delegates to the Imperial Agricultural Research Conference at a luncheon in London, stated that the chemical industries were co-operating with the Government departments in trials of fertilisers in the Empire and elsewhere.

There had been many trials to test the suitability of nitro-chalk in tropical and sub-tropical countries.

Arrangements had been completed to carry in India and Kenya trials of the new fertilisers ammonium phosphate and nitrophoska.

A representative was studying the conditions in South Africa and Australia to determine to what extent phosphate and other deficiencies had been the reason why so little use was made of nitrogen fertilisers there.

Another representative was going to India to study the best means of carrying out the proposals submitted by the Royal Commission for a great scheme of co-operation in fertiliser propaganda between the Governments of India and Britain.

Arrangements had also been made to carry out fertiliser trials in the Sudan.

U.S. AIRSHIP'S PROPOSED FLIGHT.**AN INEXPERIENCED CREW.**

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, October 26th.

The proposed flight of the United States dirigible *Led Angeles* on October 29th, to Ottawa, has been abandoned, owing to the lack of experience of the crew.

The British Minister, Sir Philip Sassoon, and a party of British and American airmen, were to have travelled in the airship.

HOLLAND AND BELGIUM.**STUDENTS TO PAY VISITS.**

[THROUGH REUTER'S AGENCY.]

BRUSSELS, October 26th.

The Foreign Minister of the Netherlands has signed an agreement in favour of closer intellectual relationship between the two countries, notably by the establishment of a system of exchange of professors and the creation by each Government of a fund to enable one Belgian and one Dutch student to engage in studies in the other country.

AMERICA'S COTTON.**GROWERS REALISE \$200,000,000 MORE THIS YEAR.**

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Oct. 27th.

The Secretary of Agriculture, reviewing the cotton crop, said that growers could realise \$200,000,000 more from this year's crop than from last year. The statement has resulted in cotton market prices advancing from 30 to 60 points.

THE LATE MARQUESS OF CAMBRIDGE.**FUNERAL ARRANGEMENTS.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 26th.

The funeral of the late Marquess of Cambridge, the Queen's brother, will take place at St. George's Chapel, Windsor, on Saturday, and will be private in character. Only members of the Royal Family, relatives and a few intimate friends will attend.

The King and Queen will return from Sandringham to London on Friday afternoon and go to Windsor for the funeral on Saturday.

During the service the pathway within the precincts of Windsor Castle will be lined by the Life Guards, the late Marquess's old regiment. As the Marquess held the official position of Governor of Windsor Castle the Military Knights of Windsor will attend the funeral service in their quaint uniform.

A memorial service will be held in the Chapel Royal, Saint James's Palace, London, at the same hour.

LLOYD'S REGISTER OF SHIPPING.**INFORMATIVE FIGURES.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 26th.

The annual report of Lloyd's register of shipping shows a total of merchant vessels holding the classification of Lloyd's register amounting to 29,323,000 tons, the highest figure yet recorded. At that date there were also under construction to the Society's classification vessels which brought the total tonnage of nearly 10,000 ships to over 31,500,000. Of these actually about more than one-half were British owned and 86.1 per cent. of last year's projected new tonnage was for construction in the shipyards of Britain and Ireland.

The tendency for the replacement of coal by oil fuel is further illustrated by the report which shows that of the new tonnage constructed last year 69.2 per cent. were built for oil-burning, whereas six years ago the percentage was 34.8. These figures apply only to new construction. Of vessels at present about 61 per cent. are coal driven and it does not necessarily follow that the vessels having oil fuel installations will never use coal.

Of oil driven vessels about 2,500 are motor-ships of which, however, most are vessels of under 1,000 tons register. Motor-ships of over 6,000 tons number 241, and there are 38 motor-ships each exceeding 8,000 tons register.

BRITAIN AND BRAZIL.**STRENGTHENING THEIR RELATIONSHIP.**

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 26th.

The close relationship that has for long existed between Brazil and Britain was referred to at a dinner last night when the Brazilian Ambassador, Dr. Oliveira, was the guest of the club known as the Knights of the Round Table. Dr. Oliveira said his country was a traditional friend of Great Britain to whom they were united by bonds of intimate collaboration in that great duty of all nations, the continual effort of each towards better understanding for the good of civilisation.

T.U.C. AND THE SEAMEN'S UNION.**AN ULTIMATUM.**

[THROUGH REUTER'S AGENCY.]

LONDON, October 26th.

The General Council of the Trade Union Congress has approved of the report by the Dispute Committee which investigated the complaint of the Miners' Federation against the Seamen's Union for "acting disloyally" in connection with the assistance given by the Union last July to the non-political Miners' Union.

It is understood that the committee has recommended that the Seamen's Union be given fourteen days in which to disclaim any intention to support the non-political union, otherwise steps will be taken to sever the connection of the Seamen's Union with the T.U.C.

SOLOMON ISLANDERS DISLIKE TAXES.**KILL COLLECTORS.****FURTHER DETAILS OF THE ATROCITY.**

[THROUGH REUTER'S AGENCY.]

Suva, Oct. 27th.

Particulars of the massacre in Malaita Island show that District Commissioner Bell, accompanied by Cadet Officer Lillie and a number of constables were collecting the native tax at Sinarango, which is 5/- per head annually for males, between the ages of 18 and 60.

Bell was suddenly struck on the head with the barrel of an old Snyder rifle and killed outright, whereupon between two and three hundred natives, armed with axes, knives, bows and arrows, attacked the Government party, who were overwhelmed despite their gallant defence.

The wounded constables who escaped state that Bell had been previously warned that he and his party would be killed when they arrived at Sinarango to collect the tax.

It is believed that three of the assailants were killed and that several were wounded and carried off.

The Government forces have arrived at Sinarango, where a base has been established for a seven hours' journey into the interior. Heavy rains impede its progress in the mountainous dense dense bush.

A PEERAGE FOR MR. RONALD McNEILL.

[BRITISH WIRELESS SERVICE.]

RUGBY, October 26th.

It is understood that Mr. Ronald McNeill, who succeeds Viscount Cecil as Chancellor of the Duchy of Lancaster, and takes his seat in the Cabinet, will be raised to the peerage, and will speak for the Foreign Office in the House of Lords.

It is assumed that he will also take the place of Viscount Cecil in representing Great Britain at the League of Nations.

Mr. McNeill was formerly Under Secretary of State for Foreign Affairs, and in that capacity spoke for the Foreign Office in the House of Commons when Lord Curzon, who sat in the House of Lords, was Secretary for Foreign Affairs.

P. AND O. DIVIDEND.**A SECOND 5 PER CENT.**

[THROUGH REUTER'S AGENCY.]

LONDON, October 26th.

The Peninsula and Oriental Steam Navigation Company has declared a final dividend of 5 per cent., making 10 per cent. for the year tax free.

A DIPLOMATIC EXCHANGE.

[THROUGH REUTER'S AGENCY.]

Moscow, Oct. 27th.

Madame Kollontay, Soviet Minister to Mexico, and M. Yakov, Soviet Minister to Norway, have exchanged posts.

INDIA'S ANSWER IN 1914.**TRIBUTE OF THE MAHARAJA OF KAPURTHALA.**

The Maharaja of Kapurthala recalled at the unveiling of the memorial at Nevee Chapelle, to the memory of Indian soldiers who died in France, recalled the Indian memorials at Cape Helles, Basra, and Post Tewfik, but said that nothing in the great annals of the many peoples of India conferred a deeper pride than that it should have fallen to some of them to defend the immortal country in which they rested.

India's answer to the call in 1914 was a free and unhesitating offer of services, as described by Lord Hardinge in his message of September 7th, 1914, which remained one of the greatest documents connected with the War.

The Maharaja of Kapurthala added that he was proud to remember that none were more eager in their responses than the fellow members of his order.

Sir Charles Anderson concluded a statistical speech, illustrating the valour of the Indians, with the apostrophe "You who proved faithful unto death may you fare well now and for ever on that further shore."

NEW AFTERNOON & EVENING FROCKS

LANE, CRAWFORD'S LADIES' SALON
MEZZANINE FLOOR.

PAMELA EVENING GOWNS AFTERNOON DRESSES

Ladies are cordially invited to call at
Pamela's new Salon and inspect, at their
leisure, the new importations from the
Leading Fashion Houses abroad.



SHINGLING WAVING MANICURING

The promptest and most
courteous service in Town.

CAMPBELL MOORE.

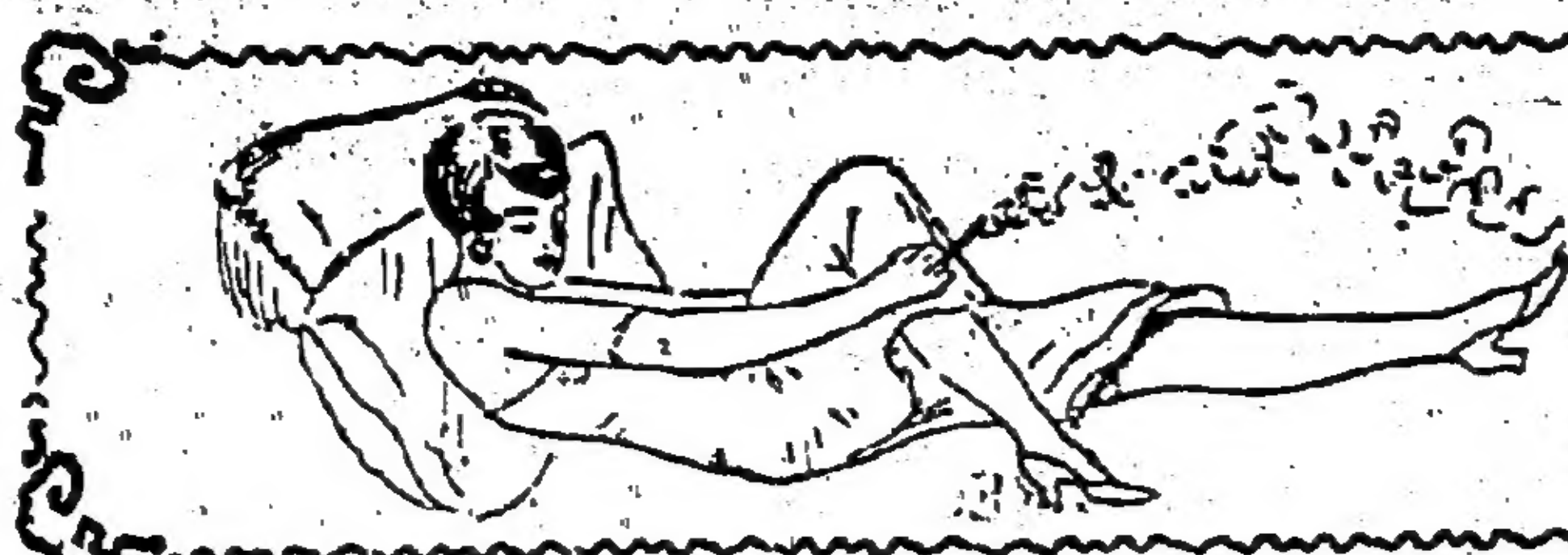
12, Queen's Road Central (1st floor)
OPPOSITE COLONIAL DISPENSARY.
(120)

PARIS HATS

Just Arrived.

MADAME R. SARRAULT

10, Ice House Street.



The WOMAN'S PAGE

THE IMPORTANCE OF CUT.

HOW IT IS EXEMPLIFIED ON
THE NEWEST DRESSES.

It is many years since it became an acknowledged fact that in no country were sports clothes so well made as in England. The reason lay in the cut, for an cut alone does the chief of sports clothes depend. Cut was until recently, however, of minor importance in afternoon and evening gowns which relied on beautiful materials, lace and stichery for their charm. That really charming fashion of the Victorians the "fashwife" gown was, if you study old photographs, generally rendered, rather grotesque by being badly fitted. But the present season depends more than ever on perfection of cut. Even evening gowns are often untrimmed and of comparatively plain material, but so wonderfully cut that their effect is far more lovely than those of a season or so ago.

You possibly saw in Lane, Crawford's window early this week a gown in pea green georgette which was plain but for a series of cascades of uneven length on the left side, each held by a simple eirelet of diamond. Skilful cutting had



A "three piece" in wool stockette makes a very useful garment for the cooler days.

done for that dress far more than any amount of trimming could have done.

Yesterday I was shown one of the most effective gowns I have seen. It was made of Joffe blue georgette. The neck line was a rounded boat shape and insertions formed the new deep oval at the back and a V, reaching nearly to the normal waist line, in front. Back and front, this vest effect was accentuated by a deep silk fringe exactly the same colour as the material, which fringe also covered the skirt. This combination of the V and oval is extremely new and smart.

Another dress which relies mostly on cut is in a heavy silk crepe of a really wonderful claret colour. The skirt, circular in front is made with an open wrap over and has an inch wide padded hem, which gives it a most attractive flair.

For Every Occasion.

Lane, Crawford's have received a very delightful collection of frocks for every occasion, from a charming shell pink chiffon frock, trimmed with rows of big silver beads round the hem and straight down the whole length to a rich looking three piece in corded violet silk with a *crêpe de chine* jumper. I have not space here to describe any others for you although I could not tear myself away until I had seen a great many more of them.

FOR THE STOCKING.—Did you know that you can at Lane, Crawford's reserve toys for Christmas? It is an excellent scheme here where stocks are necessarily somewhat limited. The new toys have many of them arrived already and the firm will put aside any you may choose for you until you wish to have them late in December.

UNDER THE LANTERN.

ORIGINAL GIFTS FOR
CHRISTMAS.

Are you beginning to wonder what to send home for Christmas? If you are pay a visit to the fascinating shop in Chater Road which has a lantern for its sign. There are delightful little brass clips, Chinese pattern, of course, with a pencil or a long silken cord attached for the bridge table or writing desk. A scrap of old Chinese ivory has been set as the back to a purse mirror and the two are framed with old embroidered silk and finished with a mandarin's tassel. For the same purse bag are combs in cases made from Chinese embroidery. Handkerchief sachets of grass linen with a charming new, and so are needle books of the same material with a pattern worked in cross stitch. I saw pocketties made of Japanese matting one embroidered with wools in a bold lantern design of black and mandarin blue. More precious are blotters covered with very lovely old Chinese gold thread embroidery and beautifully lined and finished off. Sarongs which can be put to so many uses, from the local purpose to making curtains table covers or cushions, are there in many fascinating designs, and, of course, the favourite grass bags of which I have written before. New to me were fret work plaques, on which to hang a calendar, cut and painted like the junks in the harbour.

BY THE WAY.

THE PRESENT PROBLEM.—You can choose in Lane, Crawford's a box of Fuller's chocolates at prices ranging from \$2 to \$7.50, and they will make all arrangements with Fuller's so that your friend at Home receives a similar box for Christmas. It is a practical and delightful idea, avoiding as it does all fear of loss in transport of your gift.

ALABASTER POWDER BOXES.—Make a welcome gift for almost any woman, especially when they are in the lovely colours of those which have just arrived at Lane, Crawford's.

A GIFT FOR YOUR HOME.—Now that the heat and damp are over is the time to consider giving your home a present, renewing curtains and loose covers and replacing the chair which is due for retirement. I have spoken before of the delightful suites made by Whitenway, Laidlaw's which are strongly made and most comfortably sprung, they also stock a very large range of crotonnes and furnishing fabrics at surprisingly low prices.

BABy CHAIRS.—High chairs, too, which can be let down so as to form a low chair and ample play table are now offered at one of Whitenway's Laidlaw's "standard prices"—\$12.50. A chair of this sort is a necessity in any home where there is a baby, and you can rely on this particular make as being sturdy and comfortable.

YORK HAMS.—Real York Hams of a most delicious flavour have arrived in the same shop. If you have not a sufficiently large party to accommodate them or you do not trust the culinary powers of your boy with regard to so typically English a delicacy, Lane, Crawford's will cook them to perfection for you.

SILK OF SILKS.—Pohoomull Bros. are starting a sale of piece silk goods to-morrow, which includes many very lovely patterns in silk brocades, dress lengths and all their usual stock of silks at much reduced prices. This firm makes a very special effort to cater in materials, designs, and colours for both European and Chinese taste although, of course, many of their silks are equally attractive to East and West.

BRIGHTER HUSBANDS.—I suppose most new-comers are struck by the fact that, while the ladies of Hong Kong are as smart or smarter than those of any big European capital, their husbands really do not do them credit. Of course, the excuse was "native tailors," but it's a poor excuse now that Lane, Crawford's have opened their new department of London cut suits in such a wide range of sizes and fittings. It's no excuse, either to say you can't afford Lane, Crawford's prices for they are as low as those of many a small and incompetent "home side" tailor. The materials are all chosen with a view to our special climatic conditions, so we shall hope to see a gallant company of "brighter husbands" in the near future.

SILK AND WOOL.

THE MODE FOR MORNING
AND AFTERNOON.

When I went in to visit Pamela this week the first thing I saw was a lovely evening coat. It is made of silk brocade in gold, silver and warm orange pink tones, and has a deep roll collar of soft pinkish beige fur. An altogether delightful garment and it has the unusual advantage of being almost feather weight.

Then my attention was drawn to the woolies and a fascinating selection of jumper suits was laid before me. There was a three piece in fairly heavy weight stockinette in beige with blue stripes, and another in crushed strawberry pink in a weave which resembled airtex. I was interested in a jumper suit in a very fine *can de nil* stockinette because the jumper which accompanied the closely killed skirt, was decorated in the newest way with rows of fine chain stitching so closely set as to give the effect of braid. There was also a very charming green cardigan with two flowers of ragged silk, one green and the other white on the shoulder. One thing I felt sure of was that whatever your tastes or your figure you could hardly fail to find among Pamela's collection a jumper suit to your liking.

I mentioned one or two of her afternoon frocks to you last week which have, I believe, all found happy purchasers. Among the latest



A dance frock of chiffon shaded from pale mulberry at the top to a deep taw at the hem. The frills are arranged to fall in a cascade below the hem on the right side.

arrivals is a charming little orange red *crêpe de chine* with the small check effect which is so fashionable now in Paris. This dress has an oval vest of beige and the skirt is made of three knife pleated frills. Very smart too is a simple looking *crêpe frock in bleu marine* which is ornamented with hand veining and worn over pale rose silk. The pink material is utilized for a small collar and a piping for the prettily draped sash.

FOR LIFE'S ADVENTURE.

COURAGE IN A "SAC A MAIN."

No woman, no daughter of Eve, feels equal to facing a difficult situation unless she is conscious of looking her best. It is terribly demoralising to be aware of a shiny nose or disordered hair, and when half your mind is busy at the dressing table you cannot be at your most brilliant.

That is the purpose of the *Sac a Main*, the sword and buckler of every modern woman; for the woman who does not rely on it, least a little blush in Lane, Crawford's this week with gold and green enamel back, the handle of which was hollow and held a tube of lip salve. A similar comb had a blue leather case which opened along its length and held a mirror as well. Mirrors and scent bottles, the latter flat so as to avoid bulging the bag, are enameled with a bar of black set slantwise across green or scarlet. For the week-end bag are delightful little sets of brush

comb is gilt and enameled, and your powder box as fair a *bijou* as those from which the old time exquisite took their snuff. I saw a little brush in Lane, Crawford's this week with gold and green enamel back, the handle of which was hollow and held a tube of lip salve. A similar comb had a blue leather case which opened along its length and held a mirror as well. Mirrors and scent bottles, the latter flat so as to avoid bulging the bag, are enameled with a bar of black set slantwise across green or scarlet. For the week-end bag are delightful little sets of brush

and comb in leather or silk covered boxes. These small implements are made as carefully as jewellery and seem far too pretty to be hidden away in a bag. They certainly come as a "boon and a blessing" to any woman who is obliged to be some hours away from her home, or who wishes to restore order after a motor or rail journey.

FLANNEL COOLIE COATS.—At the Pioneer Silk Store I saw a large consignment of printed, coolie coats in Japanese flannel which make very useful bedroom or breakfast wrappers.

LUXURY WITH ECONOMY.

MONDAY NEXT
NOVEMBER FIRST

A Great Reduction Sale
of

SILK, SATIN & CREPE
de CHINE

Dress Lengths.

Genuine Reductions on New Goods.

POHOOMULL BROTHERS

AT THE SIGN OF THE LANTERN

We have just received some attractive
Xmas Cards and Calendars—also
suitable Xmas presents for sending
home—at Moderate Prices.

York Building,
Chater Road,
Hong Kong. Tel. C. 4864.

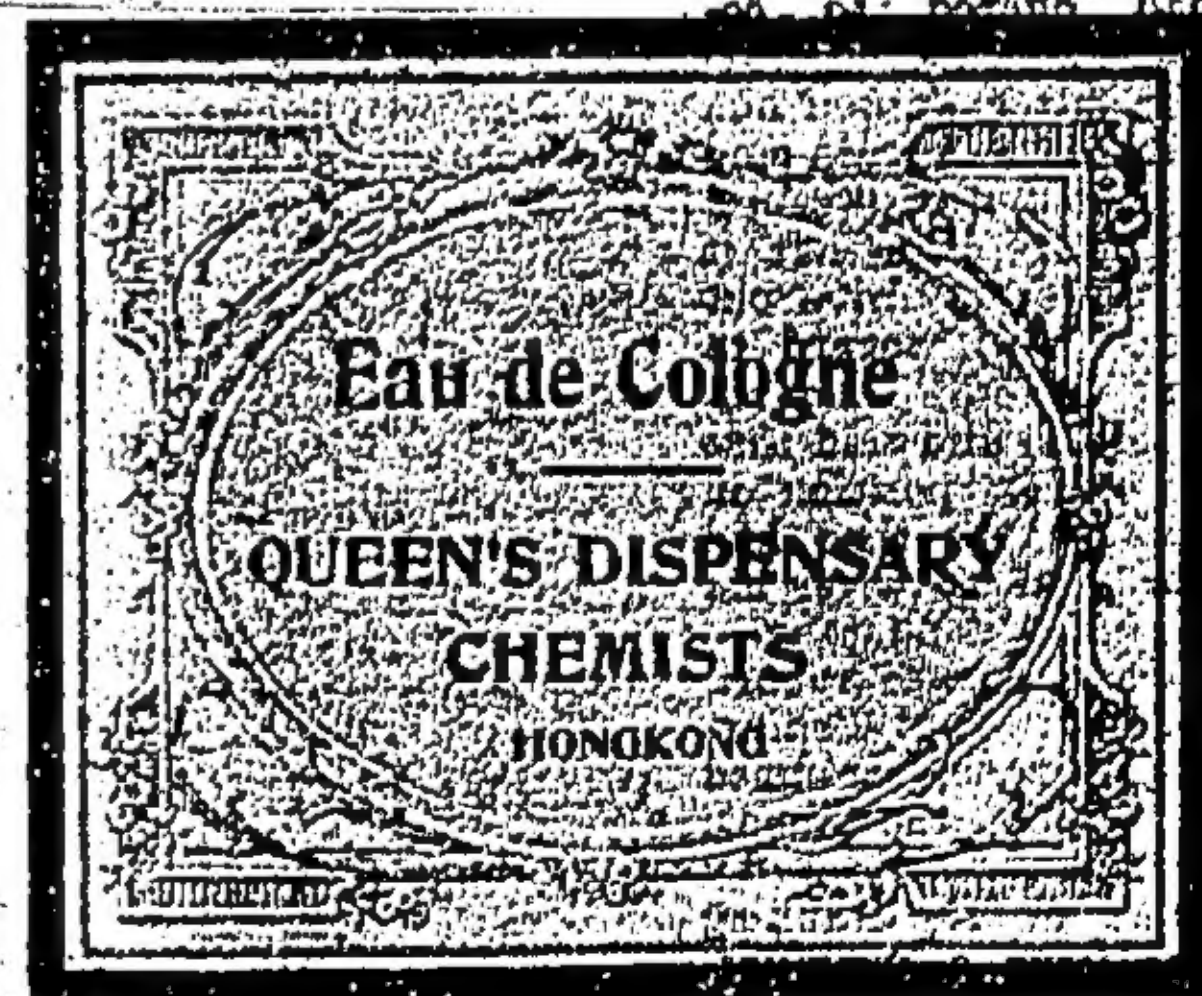
THE PIONEER SILK STORE

Particularly invites your inspection
TO-DAY

of the attractive display of

Shaded Printed Dress Lengths
Kimono Sets
complete, in a bag.

Watch this column every Friday
for announcements of special
interest to all Ladies



Eau de Cologne

QUEEN'S DISPENSARY

CHEMISTS

HONGKONG

1990

RACING NOTES.

(By RAPIER.)

Macao Race Club.

The next meeting of the above Club has been fixed for December 20th (Boxing Day) and an attractive programme has been arranged.

Hong Kong Jockey Club.
The following are the handicaps for the Hong Kong Jockey Club Seventh Extra Race Meeting. Mr. C. M. Alves is to be congratulated upon the promptitude and efficiency of his labours.

Race No. 2, Shek-O Handicap "C"
Class: Six Furlongs.
Bright Eye, 165 lbs.; Mowgli, 163 lbs.; Barley Grass, 162 lbs.; Wild Hawk, 158 lbs.; District Call, 158 lbs.; Scooter, 157 lbs.; Loch Ranoch, 154 lbs.; Easter Day, 152 lbs.; Fire Call, 150 lbs.; Sugar Loaf, 145 lbs.; Arabian Parrot, 143 lbs.; Salvo, 142 lbs.; Perversity, 140 lbs.; Yorks, 138 lbs.

Race No. 3, Shek-O Handicap "A"
Class: Six Furlongs.
City Hall, 178 lbs.; Town Hall, 168 lbs.; San Francisco Bay, 165 lbs.; San Diego, 165 lbs.; Shanghai Friend, 162 lbs.; Castle Hill (late Mississippi, late Doodhead), 162 lbs.; Chow Teze, 160 lbs.; Hon Sin, 160 lbs.; Warrington, 158 lbs.; Grande del Norte, 155 lbs.; The Gomeril, 155 lbs.; Macao Beauty, 157 lbs.; The Goblin, 153 lbs.; Total Abstinence, 153 lbs.; Albion, 155 lbs.; Zup, 153 lbs.; Sutherland, 153 lbs.; Mayfair, 152 lbs.; May, 150 lbs.; Yuen Sin, 150 lbs.; September, 150 lbs.; Warrington, 150 lbs.; Chui Chow Ning, 149 lbs.; Shan Mein, 147 lbs.; August, 147 lbs.; Loch Tummel, 147 lbs.

Race No. 4, Shek-O Handicap "B"
Class: Six Furlongs.
Dobbin, 165 lbs.; Skidoo, 165 lbs.; The Regent, 162 lbs.; Kom Tong Hall, 162 lbs.; Little Sit Tung, 161 lbs.; Pottenbush, 160 lbs.; Hallinger, 158 lbs.; Limestone Hall, 156 lbs.; Grey Knight, 155 lbs.; Bing Boy, 155 lbs.; Flash Star, 153 lbs.; Longway, 152 lbs.; Tangle, 152 lbs.; The Gnome, 152 lbs.; Tuning Fork, 150 lbs.; Dick Lo, 149 lbs.; Funchal, 144 lbs.

Race No. 5, Shatin Handicap "A"
Class: 1 1/2 Miles.
Town Hall, 168 lbs.; Ukelele, 167 lbs.; San Diego, 165 lbs.; Castle Hill (late Mississippi, late Doodhead), 162 lbs.; Shanghai Friend, 162 lbs.; Hon Sin, 160 lbs.; Warrington, 158 lbs.; The Gezer, 155 lbs.; Misty Eve, 155 lbs.; Total Abstinence, 155 lbs.; Grande del Norte, 153 lbs.; Flash Star, 153 lbs.; Mayfair, 152 lbs.; May, 150 lbs.; Yuen Sin, 150 lbs.; Warrington, 148 lbs.; Shan Mein, 145 lbs.; Loch Tummel, 145 lbs.; August, 145 lbs.

Race No. 7, Shatin Handicap "B"
Class: 1 1/2 Miles.
Dobbin, 165 lbs.; Skidoo, 165 lbs.; Kom Tong Hall, 162 lbs.; Pottenbush, 160 lbs.; Limestone Hall, 156 lbs.; Grey Knight, 155 lbs.; Festive Eve, 155 lbs.; The Gnome, 152 lbs.; Tangle, 152 lbs.; Mowgli, 145 lbs.; Bright Eye, 145 lbs.; Easter Day, 140 lbs.; Salvo, 140 lbs.; Loch Ranoch, 140 lbs.; Yorks, 140 lbs.; Wild Hawk, 140 lbs.; Scooter, 140 lbs.

LOCAL GOLF.

The Kowloon Golf Club will play a match against a team from the European Y.M.C.A. on Armistice Day. There will be twelve a side. The Y.M.C.A. are turning out a good side in the hope of lowering the colours of the Golf Club for the first time and the match should prove a very interesting affair.

Members of the Royal Hong Kong Golf Club are reminded that entries for St. George's and St. Andrew's Societies match should be made soon. The match has been fixed for November 13th.

FRIENDLY TENNIS.

On Sunday, on the United Services Recreation Club ground the U.S.R.C. will take part in a friendly tennis match against the Chinese Recreation Club. The match begins at 2 p.m.

PING PONG.

LEAGUE RESULTS.

The Chinese Y.M.C.A. defeated the South China A.A. by 115 games against the latter's 107. They thus maintain the 2nd position in the League, having lost only once to the Chinese Athletic. The University also beat St. Louis by 160 to 83.

Results of the various matches to date are as follows:-

Teams	P.	W.	L.	Pts.
C.A.A.	8	9	0	18
Y.M.C.A.	9	8	1	19
S.C.A.A.	8	8	2	12
B.K.U.	7	5	2	10
Hop Ying	7	4	3	8
Tutorial	7	4	3	8
St. Peter's	6	3	4	6
St. Louis	7	2	5	4
C.C.Y.M.S.	7	2	5	4

WORLD'S CHESS CHAMPIONSHIP.

ANOTHER WIN FOR ALEKHINE.

(REUTERS' AMERICAN SERVICE.)

BUENOS AIRES, Oct. 27th.
Alekhine won the 21st game in 21 moves. He has now scored four wins against Capablanca's two, the other fifteen games being drawn. Alekhine wants only two more victories to win the championship.

THE CAMBRIDGESHIRE STAKES.

A DEAD HEAT.

(THROUGH REUTER'S AGENCY.)

LONDON, Oct. 28th.
In the Cambridgeshire Stakes, at Newmarket, there was a dead heat between Medall (20/1) and Nettle (25/1).
Insight II was third.
Twenty-one ran.
Dead heat; length between first two and third.
The stakes were divided.

(BRITISH WIRELESS SERVICE.)

THE OWNERS.

ROMSEY, Oct. 26th.
The big autumn handicap resulted in a dead heat between Mrs. Curwen's horse Medall and Mr. Sharp's Nettle.
Mr. Macomber's Insight the Second was third.

LADIES' RECREATION CLUB.

"AT HOME" TO BE HELD.

The Committee of the Ladies' Recreation Club will be "At Home" to members and their friends at the Club ground, Peak Road, on Wednesday afternoon, November 9th.

The Hard Court finals will be played off the same afternoon, commencing at 3 p.m.

STATE HELP FOR BRITISH TRADE.

CREDITS GUARANTEED UP TO FIVE YEARS.

Since the publication in July of the facilities offered under the Export Credit Act for the guarantee of sterling bills of exchange there has been a very large number of inquiries at the Overseas Trade Department in Old Queen Street, Westminster.

The complaint of many British exporters used to be that they could not get a footing in certain foreign markets because they could not afford to give long credit. That complaint cannot now be entertained.

An exporter can obtain insurance for the debts due to him from abroad since the department may guarantee bills up to 75 per cent. of their face value for all markets except Russia, and (so far as textiles are concerned) the Far Eastern markets.

He may go further, and obtain a guarantee up to 100 per cent. of a bill, if he remains responsible to the department for not less than 25 per cent.; while, if the importer offers satisfactory security, the department may relieve the exporter of all responsibility on the bill.

Long credit may now be given by an exporter on terms that relieve him of all anxiety, within reasonable limits.

The department guarantees credits up to five years in a form which enables an exporter to finance contracts on favourable terms.

Another facility is to provide a guarantee for the whole of an exporter's turnover on bills of exchange during one year in one or more markets.

These facilities are calculated not only to stimulate trade, but to enable the manufacturer to keep a large proportion of his capital for the development of the industry, instead of lending it out to support his ledger accounts.

Premium rates are low. They are charged on the amount of the guarantee, not on that of the bill, and vary according to the standing of the parties, the importing country, and the length of credit.

The chief condition is that the goods must be wholly or partly manufactured or produced in Great Britain.

The idea was born during the Coalition, and successive Governments have competed with each other in endorsing and extending it. The greatest extension is, however, that of the past few months, especially in the department of long credit guarantees, which is the special creation of Mr. A. M. Samuel, the present Minister for Overseas Trade.

TRAFFIC IN ARMS.

CHECKS ON MANUFACTURE.

A GENEVA PROBLEM.

Reference was recently made in a leading article in the *Daily Press* to the need of some form of restriction, being imposed upon the private manufacture and distribution of firearms, particularly revolvers.

This matter has apparently been considered, in a rather tentative manner by the League of Nations, the proper international body to deal with the problem.

The diplomatic correspondent of the *London Daily Telegraph* writes: "Of the many reports recently submitted to the League Assembly by its Third Committee (that on Security and Disarmament), the briefest and least pretentious was, perhaps, the most valuable and deserving of notice. Yet, in the peculiar atmosphere of Geneva, it appears to have been almost entirely ignored, possibly on account of its very freedom from all rhetoric and flamboyance. I am referring to the report dealing with the 'private manufacture and public distribution of arms and munition and implements of war.'"

It will be remembered that in June, 1925, a Convention for the supervision of the international trade in arms was drawn up by a League Conference as a first step towards solving this question. That Convention has, so far, only been ratified by France, the British Government aiming at obtaining, hitherto without success, simultaneous ratification by all the big producing countries. Apart from this, however, the 1925 Convention is unlikely to be ratified by any of the non-producing countries so long as the question of the supervision of the private and State manufacture of arms remains unsettled.

The reason for this is simply that under the 1925 Convention these non-producing countries, which are entirely dependent on the manufacturing countries for their armaments, would have to publish particulars of all their purchases abroad. On the other hand, no one would know what the stocks of the big producing countries were, since the latter are not dependent on imports, but can quietly manufacture at home all the material they require.

Powers' Reservations.

The present report, after alluding to these difficulties, which the Special Commission which sat at Geneva last spring failed utterly to solve, owing to vital and conflicting reservations by the British Empire, America, Italy, Japan, Holland, and Belgium, goes on to say:

In some quarters (namely, Italy and Japan) it is thought preferable to adhere strictly to the terms of Article 8 of the Covenant, and to confine the projected Convention to the supervision of private manufacture proper. Others would like to include State manufacture. Among the latter, in addition to the United States Government, which has expressed its view on this subject very clearly and precisely, are to be found many non-producing countries which fear to be placed in a flagrantly inferior position as regards security if the publicity precautions contemplated in the Convention for the Supervision of the International Trade in Arms are not extended to cover direct purchases of arms by producing countries from national factories.

The above reference to America's attitude is connected with a letter from Mr. Kellogg, in which the American Secretary of State wrote that "to be effective, such an agreement (as that now contemplated) should cover the manufacture of arms and ammunition in both private and Government factories."

\$20,000,000 Worth Vanished Into Thin Air!

In the League's volume of statistical information for 1927 on the present trade in arms there is a summary of the world's trade which certainly shows the urgent necessity of establishing international control over the traffic in arms. The report deals with the published statistics of only a certain number of countries, and much of the stores, accumulated during the first three or four years has already been used up. Yet statistics reveal a strange discrepancy between the total exports and imports, over \$20,000,000 worth disappearing into thin air. It is therefore to be hoped that the compromise suggested in the Third Committee's report will enable the Council to summon an International Conference to deal with the matter at any early date.

TEST FOR SENSITIVENESS.

Counsel at Shoreditch County Court. Where is this pain of which you complain?
Workman: Just here (indicating a part of his back).
Oh, in the lumbar regions. I don't know what you call it! (Laughs).
All I know is that it hurts very much if I attempt to stoop.
But you were able to move your back quickly and apparently had no pain, when the doctors examined you. Quickly! So would you have done. Why, they stuck a pin into me. (Loud laughter).
That was to test your sensitiveness. Yes, and I felt it, too! (Laughs).

EXPERT CRITICISES AIRSHIPS.

NOT WORTH THEIR COST.

NO COMMERCIAL FUTURE.

LONDON.

Mammoth airships, designed for world communication, have no real commercial future; they are not worth their cost; they are dangerous; they compare unfavourably with older types of transport.

This indictment against airships was made by Mr. Edward F. Spenser, a great authority on naval architecture, at a conference of the Institute of Marine Engineers, held at the Shipping and Engineering Exhibition, Olympia.

Mr. Spenser has a distinguished record. He is an ex-member of the Royal Corps of Naval Constructors. He was, during the war, an assistant director of warship construction at the Admiralty, and since then he has been a director of a ship repairing company, and is now a consulting naval architect. He has written a number of standard books on air policy.

His criticism, supported as it is by the agreement of many aeronautical engineers, is of particular importance, in view of the present construction of the two giant airships for the Government—one at Cardington, Bedfordshire, and one at Howden, Yorkshire—which are to be used on the England-Egypt-India air route.

"I have come to the definite conclusion," said Mr. Spenser at the outset of his paper, "that there are grave weaknesses in the airship projects on which the Air Ministry are drawing money from essential and heavily taxed industries."

"Not only do I hold this opinion, but I am convinced that there is knowledge of these weaknesses in the minds of the scientific and technical experts."

Mr. Spenser asserted, with regard to the new airships, that no reasonably satisfactory attempt had been made, or could be made, to determine experimentally the effect of storms or squalls on the aerodynamic stresses to be borne by the airship hull.

DISASTROUS 1915.

NEUVE CHAPELLE AND SECOND YPRES.

THE OFFICIAL HISTORY.

CRITICISMS OF THE HIGHER COMMAND.

(By Captain E. H. LIDDELL HART.)

The Official History of the War, Vol. III, France and Belgium, 1915, by Brig-General Edmonds and Captain Wynne not only maintains the scholarly erudition and intense research for historical accuracy which distinguished the earlier volumes, but upon this secure base it develops a critical power which is rare in histories published under the stamp of Governmental authority. The preface early inaugurates the note of candour which distinguishes the volume.

The year 1915 is not one on which the nation or the Army can look back with satisfaction. It was the year of the disappointments of Gallipoli, the retreat from Ctesiphon, the overwhelming of the Serbs, and the great retirement of the Russian armies from Poland and Galicia. Nor was there any substantial success achieved by French or British in the Western theatre to counterbalance these reverses. In that theatre the enemy undoubtedly had the best of the fighting.

Premature Offensive.

Unready for action, with our old Army almost annihilated and our new only forming, we were drawn into a costly and abortive policy of offensives largely through the effect on Sir John French of "constant insistence and pressure" from Generals Joffre and Foch to take the offensive, and "his knowledge that the French army and the French public at every opportunity expressed the opinion that the British Empire was not making its utmost effort for the common cause." It was a miracle that the national army of Britain survived the strain on its immature physique.

The narrative begins with an account of the half-hearted general offensive on December 14th, 1914, in which "everybody was to wait for the man on his left, and there was no attempt at a properly arranged artillery preparation." The officers, as they left the conference, "with Sir John French" "left that it had not been inspiring, and their feelings were reflected in the course of the operation."

The sphere of strategy, the greatest error was a misplaced optimism. The volume conveys the impression that there has rarely been such a trinity of optimists in whom faith was divorced from reason as Joffre, his deputy in Flanders, Foch, and French—albeit the latter appears to have fluctuated violently. In contrast, the British Government, even in December, 1914, appreciated the shortage of munitions and the danger of a Russian collapse. But "General Joffre professed himself not in the least nervous about the situation, and firmly refused to consider the consequences of a Russian defeat."

He was equally sure of early—and decisive—victory in France, in opposition to the more realistic view of the British Cabinet, who had "the strongest objection to seeing the new Armies thrown away and shattered in the impossible task . . . of breaking through the German defences."

"The secretary of the Committee of Imperial Defence"

"No Reasonable Proof."

"There is no reasonable proof," he said, "that an airship can be rendered immune from the effects of the electrical disturbances. There is on the other hand, strong presumptive evidence that it may be destroyed by such a disturbance."

"Despite the amount of time and money which has been expended on meteorological research there is not the slightest reason to suppose that it will ever prove certainly practicable to advise an airship of the possible path or position of a storm centre in sufficient time to enable her to avoid encountering it. Rather does evidence point conclusively to the fact that it will be definitely impossible to do so."

Mooring masts for airships to which the new airships will be anchored at their air ports were, in the opinion of the lecturer, quite ineffective for holding a great ship when a sudden storm arose.

Comparison.

"To take as a basis of comparison, for instance, the normal rail passenger, cargo ship running to India or Australia at sixteen knots, is to beg the question in favour of the airship. A substantial subsidy such as is being poured out on these airship schemes would soon see twenty-four-knot steamers cutting down the passage time, if the 'cut' were really a matter of extraordinary importance, and that I am inclined to doubt."

"I would ask you to consider the accommodation plan for passengers in the new airships in comparison with the accommodation on board one of the sixteen-knot P. & O. vessels on which the Air Ministry have based some of their calculations. The accommodation is hardly enough for a cross-Channel steamer on a night run—a steamer on which one might, at most, spend six or seven hours."

Commander C. D. Burney, M.P., discussing Mr. Spenser's paper, said he agreed with the main conclusions that these vessels had to be built to withstand normal conditions with a factor of safety of at least four. The actual structure of the R 100 (now under construction) was more than twice the strength outlined by the Airworthiness of Airships Panel.

Daily Express.

Trade Union Rules That Killed Englishmen.

General Edmonds devotes one of the most impressively candid and able chapters among many to an examination of the question, "how the deficiencies arose, and why, in spite of the immense resources of the British Empire, they were not immediately met." By the spring of 1915 the "delivery of munitions had fallen much behind what had been contracted for, and it became clear that not one-fourth part of what had been ordered would be ready at the specified time." Yet "the regular armament firms had machinery standing idle for want of hands."

The cause was partly our haphazard system of recruiting, under which skilled men had been allowed to enlist as infantry, when their jobs, by staying at their jobs, have been saving the lives of the infantry. But a greater cause lay in industrial difficulties.

All this time the most obvious remedies for lack of hands, which had already been applied in France and Germany—the dilution of skilled labour by unskilled, and the employment of women—were practically beyond the reach of manufacturers in consequence of the restrictions imposed by trade union rules.

Misplaced Optimism.

Yet the faulty construction of the national machine, and its consequent bad running, although at first excuse, is not altogether an exculpation of the military drivers. For the volume throws light on too many ill consequences which were due solely to their own errors of outlook—even in details. For example, the "lack of training manuals which could be understood and correctly acted on without explanation by an expert was a grave cause of delay and error."

In the sphere of strategy, the greatest error was a misplaced optimism. The volume conveys the impression that there has rarely been such a trinity of optimists in whom faith was divorced from reason as Joffre, his deputy in Flanders, Foch, and French—albeit the latter appears to have fluctuated violently. In contrast, the British Government, even in December, 1914, appreciated the shortage of munitions and the danger of a Russian collapse. But "General Joffre professed himself not in the least nervous about the situation, and firmly refused to consider the consequences of a Russian defeat."

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POWER SCHEMES FOR ENGLAND.

CURRENT FOR RURAL DISTRICTS.

THE NEW ELECTRICITY AREAS.

By the first part of the huge scheme to be carried out under the Electricity Supply Act, the Electricity Commissioners hope eventually that the price of current will be substantially reduced, and that areas at present out of reach of electricity will be supplied.

The main idea is to reduce the number of small supply stations and to get the whole of the current required for the country's use from a few big generating stations. This, it is thought, will make for economy by reducing overhead expenses and "even out" the supply, states the *Sunday Times*.

At present the demand varies greatly, and many stations have to continue at work all day in order to supply those few customers who need electricity. Under the new scheme certain of the stations will close down in slack periods, the supplies coming from those stations which "carry on."

Early next month the Central Electricity Board hope to make an announcement concerning the opening of the scheme. The country will be divided into areas, and the first will be London, the Home Counties, and the South-East of England. Next will be the industrial Midlands. When the whole scheme is in operation—though this will not be for some years—the other areas will be Yorkshire and the North-East, the West of England, Lancashire and North Wales, and South Wales and Middle Wales.

"We may look forward to a period of slowly cheapening electric power, for undoubtedly as costs fall we shall—as promised by the Prime Minister—when first announcing the scheme—pass this benefit on to the consumer," an official stated recently. "Perhaps

the greatest boon of all will be the carrying of electricity to the remote country places, and this will have a beneficial effect on farming and other rural industries."

Power For Farms.

The "Electrification" of the

Prince of Wales' farm at Lenton, Nottingham, will not be so complete as has been reported, and it will by no means be an "all-electric" farm. What should really be said is that it will be an "all-electric" farm-house.

Anything more ambitious cannot yet be undertaken, as will shortly be shown in a report on rural electrification which is now being prepared by a Department of the University of Oxford. The engineering branch has been studying the problems attending the electrification of rural areas with a view to providing information for the Ministry of Agriculture and the Electricity Development Commissioners to act upon.

The inquiry has chiefly been conducted in the North of England, where a certain amount of rural electrification exists, and it has been found that there is no early prospect of farms becoming completely electrified.

The greatest power load the farm can provide, it has been found, is supplied by tillage operations, and this would mean not only the cheap conveyance of current to fields spread over a wide area, but the use of special electric tractors, which are not yet in existence.

On the Continent huge electric cable or windlass ploughing sets are used, but these are hardly regarded as suitable for this country. The tillage load, therefore, will not be available for electrical exploitation until engineers have first devised suitable field machinery, nor will electricity be applied to actual harvesting, though there is a hope that it may be used very soon in another way, that of a stimulus or fertiliser to growing crops.

Meanwhile, the Oxford inquiry is showing that electricity can advantageously be used on farms for lighting, domestic purposes, driving barn and other machinery, but that the application to tillage, which is most desired by farmers, appears to be at the moment rather remote.

The First Gas Attack.

But the Germans were equally reluctant to appreciate new means, for the volume shows clearly their failure, through disbelief, to profit by their surprise introduction of gas. General Edmonds tells in great detail, yet with clearness, the story of how the heroism of Canadian and English troops and the initiative of their immediate commanders closed the five-mile gap in the French front where the first discharge had come; and where, unfortunately, our Allies had only Territorial and African troops. Foch dictated the policy thereafter followed:

General Foch ordered immediate counter-attacks which General Patz was not in a position to execute; whilst the British whole-hearted attempts to carry out their share by means of offensive action, which was as a rule neither a true counter-attack nor a deliberately prepared attack, led to heavy losses without restoring the situation.

"For ill now, although for well in the last year of the war, General Foch was the very spirit of the offensive. Sir John French then became convinced that he must withdraw his troops, and passed from optimism to pessimism. It was naturally most difficult for his subordinates to follow his mood, particularly when at the contrary of General Foch no more than once agreed to wait a little longer . . . and to order one more counter-attack."

The man who had early realised the position of the French and the need for a timely withdrawal was General Smith-Dorrien, the Second Army Commander, and this insight contributed to his supersession, although he was to see his ideas adopted later and carried out by his successor—after thousands of British lives had been uselessly sacrificed.

Sombre reading as the volume affords, the factors are too complex to fix blame unduly upon any individuals. "Tout comprendre, c'est tout pardonner." But to digest the lessons and to profit by the mistakes of the first war on a national scale is essential, for to repeat them would be a crime beyond pardon.

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ARE TROUSERS DOOMED?

VISION OF WALKING DOWN THE STRAND IN SHIRT AND SHORTS.

MAN, LITERALLY, OUTSTRIPPED BY WOMAN.

[By EDWARD SHANKS.]

The world does change, whether we reckon the change as progress or not. Less than a century and a half ago, during the French Revolution, the aristocrats called their successful enemies *sans-culottes*. Carlyle seems to think this meant that the revolutionaries were so careless in their dress as to wear breeches. To-day what we often forget to put on our breeches. The learned Littré, with more probability, suggests that they wore trousers instead. So recent and so plebeian was the origin of these dismal cylinders which have ruled the world throughout the memory of every man now living! And now, to judge by various expressions of opinion, even this triumph of the democratic advance is not to be permanent. There is a respectable demand not for return to knee-breeches, but for a further advance to "shorts."

Not all changes of fashion have had so stormy a beginning, though the beginnings of most are accompanied by storms. But, if the general sense of mankind has inspired them, they have always ridden out the severest weather. There are still complaints, growing more and more feeble in their despair, of women's dress. Who now remembers that these indignant ruminations began as long ago as 1912 or 1913, against the transparent stockings, which then already existed though we saw so little of it, and the hobble-skirt which almost entirely concealed it? But woman, having begun her progress towards lighter clothing, went on inexorably. The modern girl regards her predecessor of 1913 as an intolerably over-awadded frump, and it looks as though what the modern girl has ceased to have she will continue to hold off.

Definite Improvements.

What has man accomplished in the same direction during this period of change? Well—something. The same old gentlemen who objected to the contemporary younger female, because of the immodesty of her dress, complained also of her brother, because of the slovenliness of his. Slovenliness meant, as a rule, the soft collar, and I am inclined to agree with the old gentlemen in condemning it, though not for their reasons. It was a well-meant effort in the direction of comfort, but it has this defect, that it is not comfortable. On a hot day, it recalls nothing so much as primitive methods of treating a sore throat, and on cold days there are better ways of keeping warm.

But there have been other and more definite improvements. The lounge-coat has largely superseded the redundant folds of the frock-coat and the morning-coat. The soft hat has replaced the hard, alopecic edges of the top-hat, and the bowler. And our young men spend more time than their fathers did in light and healthy clothes for purposes of sport.

These changes, such as they are, have been in the same direction as the change in women's clothing—in the direction of comfort and health. But whereas, fifty years ago, men, for all their trousers, long coats, stiff-cuffed and stiff-fronted shirts, chain-gawing collars, and hard-rimmed hats, were more comfortably and healthily dressed than their womenfolk, they are now, in every sense of the word, outstripped. If it is desirable that, so far as is consistent with decency and necessary warmth, the limbs should move unimpeded, and air and light when there is any should find their way to the skin, then the modern woman is immeasurably ahead of the modern man.

Baroque Tailoring.

Dress, of course, like all our methods of self-expression, is inspired by the spirit of the age, and the spirit of any age is best discerned by enquiring what it takes for granted. No great change in manners or customs was ever successfully advocated unless it was based on the implications contained in things already taken for granted. And we must not suppose that previous ages have all accepted comfort and health as decisive purposes of costume. The ingenious Spengler points out that, in the great years of the eighteenth century—of which Tailorland said that no one who had not lived before 1789 knew what life could be—mankind ran to the baroque in dress as in everything else. Louis XV. regarded his body as there only to be covered by elaborations of cloth, lace, and brocade which should express his splendour. There is an effective comment on what he took for granted in the remarks of an exceptional lady of his court who amiably said that her sovereign "put on a *corset*—*une corsette*—*à l'instar d'un cerf*." There was a different ideal to be expressed in the nineteenth century, that of sober wealth and middle-class respectability, and for this purpose trousers, not splendid but forbidding any erratic descent from dignity, were well suited.

In the eighteenth century men covered their natural hair with wigs, the quaint survival of which are worn by our judges and barristers. To-day, men outside the higher ranks of the law refuse to be comforted by the thought that wigs can be devised to cover their acquired baldness. To-day what we take for granted is that we should preserve our bodies as nearly as possible in the state in which Nature gave them to us.

We assume that dress does not exist in the first place as a mode of decoration or to proclaim a man's position in life, but to ensure decency and health, which means warmth, and therefore includes comfort. But the tendency of all recent teaching in hygiene goes to show that health actually includes a great deal more than warmth. We must, indeed, protect our bodies from being chilled, but that condition satisfied, we must give them as much as we can of the benefits of air and light. The skin must breathe; therefore, the more of it we expose to the air the better. We have heard enough recently of the effects on living tissue of the ultra-violet rays in sunlight to make it unnecessary to labour that point. And it is obvious that the less we constrict and impede the flow of the blood-stream in which our lives depend the better it will be for us.

The Weak Spots.

I believe that the implications of the things we take for granted will inevitably translate themselves into fact. But I find it just a little galling that men should be so much slower than women in helping the process of translation. I remember jeering at my mother for her unhygienic clothing, for her skirts that chafed the street-sweeper of his job. Could I to-day see even at her, let alone at my wife or my daughter? I have still unnecessary and unhealthy folds of cloth flapping round my ankles and touching my shoes. I still put a constricting band round that sensitive and all-important artery in my throat. I still wear in actual weight of stuff twice as much as they do, and most of the weight is distributed where it does no good and some harm.

Doctors tell us, and (not a negligible point) experience confirms, that if the trunk is preserved from chill, little else matters. It is also desirable, in cold weather, to protect the points where important blood-vessels come closest to the surface—the ankles and wrists. But the arms, legs, and throat may be safely and with advantage exposed to air, light, and cold. Ask any football-player where he first feels the cold when, having changed, he goes on to the field. It is, if anywhere, in his shirt-covered body, not in his bare knees.

Strand Fashions.

I maintain that our present implied conception of the ideal costume (having regard, in the first place, to decency, comfort, and health) consists of a shirt and a pair of shorts which are long enough not to ride up too far when one is sitting and are wide enough not to fret the backs of the legs. Stockings, rolled beneath the knee and secured by worsted garters, should be worn on all but the hottest days. Coat, or undercoat, or both, may be worn according to the temperature, and should be worn if any sign of general chilliness presents themselves. This costume considerably reduces the total weight of clothing worn and exposes an appreciable area of the epidermis to light and air. The freedom given to the knee-joint (which women already enjoy) is felt in almost every movement.

But comfort is an essential element, and few of us are comfortable when we are conspicuous. I am no fanatic. I even wear a hat when in London, though I hate hats and hold that the softest of them is inimical to what all men desire to preserve, a natural head of hair—which is also, in temperate climates, a good substitute for the best hat ever made. I invariably wear the costume I have described at home or when I am walking any distance—even at the risk of being asked whether I am a Boy Scout—but I am too careful of my mental comfort, which also is important, to wear it in the Strand. The movement of humanity is inescapable, but, so far as I can see, it is towards the wearing of some such costume in the Strand.

Unfortunately, we men are conservative and, still more, timid. Ought we not boldly to follow the example of our sisters who have taken some ten inches off their skirts in as many years? I won't for one. But a costume which is comfortable and hygienic everywhere is comfortable and hygienic everywhere in the same climate, and, if those are our ideals, this is something like the costume we shall eventually come to, no matter how long convention may delay it.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s STEAMER "MONGOLIA."

ARRIVED HONG KONG ON 27th OCTOBER, 1927.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ALEX. COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out. Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 18th November, 1927, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MAKINSON, MACKENZIE & Co., Agents.

Hong Kong, 27th Oct., 1927. [5481]

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "PREUSSSEN"

Having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd November, 1927, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 1st November, 1927, at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

All Claims must reach us before the 15th November, 1927, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriter.

JEBSEN & CO., Agents.

Hong Kong, 28th Oct., 1927. [5478]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM VIA PORTS.

THE MOTOR VESSEL "GLENSHIEL"

Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 2nd November, 1927, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. GODDARD & DOUGLAS on 1st November, 1927, at 10 a.m.

Claims against the Vessel including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Ltd. Agents.

Hong Kong, 28th Oct., 1927. [5479]

A Welcome Visitor

at any time in every household.

Every Bug, Fly, Beetle, Moth, Fly, etc., dies once it comes into proper contact with

KEATING'S

THE NEW PAIN EXPELLER.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Rheumatism, No. 2 for Headache, No. 3 for Neuralgia.
Keating's Pain Expeller is a powerful, safe, and effective remedy for all kinds of pain. It is a true "Pain Expeller" and is the only remedy of its kind. It is a true "Pain Expeller" and is the only remedy of its kind. It is a true "Pain Expeller" and is the only remedy of its kind.

JAVA-CHINA-JAPAN LIJN.

Tel. Address: JAVAYLN
Tel. Central 1571

REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKARANG	BATAVIA	In Port	28th Oct.	AMOT, SHANGHAI & KEELUNG
BARON JEDBURGH TJIREMBANG	JAVA	30th Oct.	—	—
TJILIWONG	SHANGHAI, K'UNING, & AMOT	31st	3rd Nov.	MARASAR & JAYA
TJITABONG	JAVA, MANILA	5th Nov.	7th	SWATOW & RAIGON
TJITABONG	JAVA, MANILA	7th	9th	AMOT & N. CHINA
TJITABONG	N. C. & AMOT	7th	10th	BATAVIA
TJITABONG	BATAVIA	10th	13th	AMOT, SHANGHAI & KEELUNG
TJIKARANG	SHANGHAI, K'UNING, & AMOT	14th	17th	BATAVIA
TJITABONG	JAVA, MANILA	21st	23rd	AMOT & N. CHINA
TJITABONG	N. C. & AMOT	21st	24th	BATAVIA
TJITABONG	BATAVIA	24th	27th	AMOT, SHANGHAI & KEELUNG

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified wireless. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

THE EAST ASIATIC CO., LTD. COPENHAGEN.

The M.S. "AFRIKA" will be loading for MARSEILLES, ST. NAZAIRE, HAVRE, ROTTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS On or about 28th November.

Further Sailings	Expected on or about	Will leave home-ward-bound on or about
M.S. "Malaya"	30th November	—
S.S. "Kina"	17th December	—
M.S. "Java"	15th January	—
M/S "Peru"	22nd February	—
M/S "Asia"	14th March	—

Subject to change without notice.
For further particulars, please apply to—
JOHN MANNERS & CO., LTD.
Agents.

M. M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (Cargo Boats).
Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—
S.S. "CAPT. FAURE" ... 1st week November.

S.S. "MIN" due to arrive from DUNKIRK, LONDON, HAVRE about the 25th November.

SERVICES CONTRACTUELS (Mail Service)

Steamers	Sailings from Marseilles	Arr. at Hong Kong & Sailings for Shanghai and Japan	Sailings from Hong Kong for Marseilles
GAL. METZINGER ... A	—	—	8th Nov.
SPHINX ... A	—	—	22nd Nov.
PORTHO ... A	7th Nov.	9th Nov.	8th Dec.
PAUL LEBAT ... A	21st Oct.	23rd Nov.	20th Dec.
ANDRE LYON ... A	4th Nov.	7th Dec.	3rd Jan., 1928.
CHENONCEAUX ... A	18th Nov.	21st Dec.	17th Jan., "

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine).
A Class 1st Class—£ 90. 0d. Od. B Class 1st Class—£ 85. 0s. 0d.
STAMPS 2nd—£ 70. 0d. Od. STAMPS 1st—£ 61. 0s. 0d.
Through Tickets to London and Leaving Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).
For full Particulars, apply to—
Cie des MESSAGERIES MARITIMES.
Telephone: Central 740 3, QUAI'S BUILDING.
CONSIGNATION—TRANSIT—REPRESENTATION.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "SI KIANG."

BRINGING CARGO FROM DUNKIRK, ANTWERP, MID-DELBURG, LONDON, MANCHESTER, &c.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "SPHINX."

BRINGING CARGO FROM MARSEILLES, &c.

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co. Ltd., Kowloon, whence Delivery may be obtained immediately after landing.

All Claims must be sent in to me on or before Thursday, the 3rd November, 1927, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. GODDARD & DOUGLAS in the presence of the Consignees at 10 a.m. on Monday, the 3rd November, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE, Agent.
Hong Kong, 22nd Oct., 1927. [5464]

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG, PAKHOI & RAIPHONG	"TEAN"	On 29th Oct.	Noon
BANGKOK	"KUNGSCHOW"	On 29th Oct.	4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUNGSCHOW"	On 31st Oct.	4 p.m.
SHANGHAI & TIENTSIN	"KUNGSCHOW"	On 29th Oct.	4 p.m.
AMOI, SWATOW & SINGAPORE	"ANHOI"	On 31st Oct.	8 a.m.
SWATOW & BANGKOK	"KAYING"	On 30th Oct.	10 a.m.
SWATOW, SHANGHAI, NEW CHANG & DALNY	"LUCHOW"	On 30th Oct.	5 p.m.
AMOI & SHANGHAI	"OHINSHU"	On 1st Nov.	6 a.m.
SWATOW & SHANGHAI	"LINAN"	On 3rd Nov.	8 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HOTOHOU"	On 4th Nov.	4 p.m.
SHANGHAI & TIENTSIN	"SINKANG"	On 4th Nov.	6 a.m.
AMOI, SWATOW & SINGAPORE	"ANKING"	On 8th Nov.	6 a.m.
SWATOW, SHANGHAI, NEW CHANG & DALNY	"LIANGCHOW"	On 6th Nov.	8 a.m.
SWATOW & BANGKOK	"KALGAN"	On 6th Nov.	10 a.m.
AMOI, SHANGHAI & TIENTSIN	"SUNNING"	On 8th Nov.	6 a.m.
AMOI, SWATOW & SINGAPORE	"ANTONG"	On 13th Nov.	6 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 13th Nov.	10 a.m.
AMOI, SWATOW & SINGAPORE	"KWEIYANG"	On 20th Nov.	6 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 20th Nov.	10 a.m.

SALEON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Been Reduced To—
 \$50 SINGLE and \$90 RETURN.
 For Freight or Passage apply to— BUTTERFIELD & SWIRE, TELEPHONE CENTRAL 35.
 CARGO & NO BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australia, New Zealand and Tasmanian Ports. EXCELLENT & MORE UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Days from Hong Kong on above	SAILING DATE OR ARRIVAL
TAIPING	8th November	15th November
CHANGTE	8th December	15th December
TAIPING	7th January	14th January
CHANGTE	7th February	14th February

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents. [5]

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
 "BLUE FUNNEL LINE"
 (OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
 AND
 AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

S.S. "CITY OF WELLINGTON"	Via Suez Canal	16th November
S.S. "PREMIER"	Via Suez Canal	4th December
S.S. "MAGHAON"	Via Suez Canal	18th December
S.S. "CITY OF LAHORE"	Via Suez Canal	29th December

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to Change without Notice.
 For Freight and Particulars, apply to—
 BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG.
 HONG KONG & CANTON, JARDINE, MATHESON & CO., LTD., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO

BOSTON AND NEW YORK

M.V. "MALAYAN PRINCE"	20th November
M.V. "ASIATIC PRINCE"	5th December

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
 Telegrams: Furaprince. King's Building. [19]

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It sears out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, pleurisy, eczema, gout, rheumatism, gonorrhoea, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

For Nervous Breakdown and "Nervous Weakness."
 VETARZO REGULATORS. Safe and Reliable.
 English Price 2s. (either ready). The VETARZO REMEDIES CO., Gospel Oak, N.W.B., London, E.G. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by Leading Cash Chemists.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

October 26th.
Thompson, British str., 1,083 tons, Capt. A. McInnes, from Whampoa, lying at buoy No. B23.—Wo Fat Shing.
Sunkang, Chinese str., 332 tons, Capt. Lai Kwong, from Kwong Chow Wan, with a general cargo, lying at buoy No. C44.—Man Yick S.S. Co.
Wing Wo, Chinese str., 503 tons, Capt. J. A. de Lencos, from Kwong Chow Wan, with a general cargo, lying at buoy No. C37.—Yew Koo & Co.

October 27th.
Chenau, British str., 1,333 tons, Capt. J. D. Fraser, from Canton, with a general cargo, lying at buoy No. B9.—B. & S.
Fuilee, Chinese str., 350 tons, Capt. S. Kita, from Newchwang and Dairen, with a general cargo, lying at buoy No. C15.—Shun Tai Hong.
Hiram, Norwegian str., 1,108 tons, Capt. S. B. Eliassen, from Bangkok and Swatow, with rice and meal, lying at buoy No. C10.—Thoresen & Co.

Kwang Sang, British str., 1,423 tons, Capt. A. D. Kelman, from Swatow, with 200 tons of general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

Meiku Maru, Japanese str., 2,759 tons, Capt. H. Sugiyama, from Bangkok and Kohabang. The latter port she left on October 18th, with rice and meal, lying at buoy No. B47.—O.S.K.

Mangalia, British str., 10,504 tons, Capt. G. H. S. Furlong, R.D., R.N.R., from London, which port she left on September 23rd, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Panama Maru, Japanese str., 3,568 tons, Capt. H. Awasaki, from Moji, which port she left on October 22nd, with a general cargo, lying at Kowloon Wharf.—O.S.K.

Raymond Poincare, French str., 1,197 tons, Capt. M. Loree, from Port Redon, with general cargo and coal, lying at buoy No. C41.—Yick Cheong & Co.

Swagata Maru, Japanese str., 1,503 tons, Capt. G. Kawamura, from Shanghai and Swatow, with a general cargo, lying at buoy No. C43.—N.Y.K.

Szechuen, British str., 1,504 tons, Capt. J. B. Shearer, from Shanghai and Swatow, with a general cargo, lying at buoy No. B11.—B. & S.

Tjikarang, Dutch str., 9,505 tons, Capt. P. Hopman, from Sourabaya, which port she left on October 8th, with a general cargo, lying at buoy No. A10.—J.C.J.L.

PASSENGERS.

Arrivals.
 Per P. & O. s.s. *Mongolia*, from Home, on October 27th.—Mr. J. E. Anderson, Mrs. Anderson, Miss Anderson, Mr. W. Anderson, Mrs. Allen, Mrs. Booker and five children, Mrs. S. J. Clarke, Rev. H. W. Gallagher, Mrs. and Miss Harben, Capt. H. S. Hurley, Rev. P. J. Joy, Mrs. C. D. Lambert, Mr. W. and Miss Lawson, Miss Lawson, J. F. Mackenzie, Mrs. McCoy, Miss L. O. Melville, Miss N. May, Mr. J. S. and Mrs. McEachran, Rev. D. MacDonald, Mrs. D. M. Richards and child, Mr. J. and Mrs. Stewart, Mr. J. W. Stoucham, Mrs. N. Sutton and child, Mr. J. and Mrs. Sloan and two children, Mrs. Sumner and Mrs. Soutar, Mrs. F. E. and Mrs. D. F. Stanton, Miss Silcock, Hon. Mrs. Sargison, Brooks, Miss D. S. Smith, Mrs. G. L. Tynningham, Miss M. B. Warren, Mrs. O. C. Womack and two children, and Miss M. Ward.

"KUTSANG'S" CAPTAIN FINED.

Captain V. McLiddell of the steamer *Kutsang* appeared before Mr. Dakers, Third Magistrate, at Singapore in answer to a prosecution at the instance of the Passport Officer, Inspector Higgins. Capt. McLiddell pleaded guilty to a charge of allowing passengers to land before the Passport Inspector had carried out his examination. The passengers concerned were two Chinese first class passengers. The defendant stated that he did not know that Chinese passengers had to remain on board until the Passport Officer had done his work. Inspector Higgins, in reply to the Magistrate, said that the Police did not take a serious view of the matter. His Worship imposed a fine of \$20.

INDIAN RAILWAY PROBLEMS.

2,100,000 TICKETLESS TRAVELLERS IN ONE YEAR.

In the course of an unusually candid address at the Annual Conference of the Railway Association, held at Simla, Mr. Biggs, Agent of the Madras Southern Mahratta railway, dealt with some of the problems associated with the development of railways in India. He drew attention to the difficulty of adapting the Washington and Geneva Conventions to Indian conditions, and added that the expenditure involved in giving effect to these Conventions might be more profitably employed for the benefit of the Indian public generally. Mr. Biggs referred also to the fact that during the year ended June 30th last nearly 2,100,000 people had been detected travelling without tickets. He invited the help of passengers to check unauthorized travelling. Referring to the Indianization of the railways, the Agent stressed the point that many Indian officers, after the confirmation of their appointments, were too prone to think that they had nothing more to learn.

THE CHINA COAST.

CHARGES IN OFFICER PERSONNEL.

The following are the latest changes in officer personnel on the China Coast:—
 Mr. A. D. Armour, from reserve, has gone supply chief engineer, *Liachow*.
 Mr. P. Todd, from reserve, has gone second engineer, *Kueichow*.
 Mr. H. R. Norrington, acting second engineer, *Kueichow*, has resigned.
 Mr. A. C. Morice, from reserve, has gone third engineer, *Kueichow*.
 Mr. J. Searr, from Home leave, has gone second engineer, *Anhui*.
 Dr. D. H. Davidson, third engineer, *Changshun*, has gone third engineer, *Kueichow*.
 Mr. H. George, chief engineer, *Anhui*, has gone chief engineer, *Liachow*.
 Mr. J. E. Haig, chief engineer, *Liachow*, has gone chief engineer, *Anhui*.
 Mr. A. McVean, chief engineer, *Liachow*, has gone supply chief engineer, *Anking*.
 Mr. I. Robertson, chief engineer, *Liachow*, has gone chief engineer, *Chinghua*.
 Mr. I. Callender, chief engineer, *Chinghua*, has gone chief engineer, *Liachow*.
 Mr. J. W. Kennedy, chief engineer, *Szechuen*, has resigned.
 Mr. J. E. Wylie, from reserve, has gone chief engineer, *Chekiang*.
 Mr. D. McD. Buchanan, from reserve, has gone second engineer, *Chekiang*.
 Mr. S. Dumbreck, from reserve, has gone third engineer, *Chekiang*.
 Mr. E. Dunn, third engineer, *Whampoa*, has gone third engineer, *Whampoa*.
 Mr. J. S. K. Oliver, third engineer, *Chungking*, is on reserve.
 Mr. J. H. Fagers, third engineer, *Szechuen*, has gone acting, second engineer, *Liachow*.
 Mr. W. H. Scurr, from reserve, has gone third engineer, *Chuan*.
 Mr. J. Ryles, second engineer, *Liachow*, has gone second engineer, *Soochow*.
 Mr. R. Mooney, third engineer, *Chuan*, has gone third engineer, *Liachow*.
 Mr. W. S. Smith, third engineer, *Linan*, is on reserve.
 Mr. A. J. Courtney, third engineer, *Tungchow*, has gone third engineer, *Linan*.
 Mr. B. G. Edwards, third engineer, *Hain Peking*, is on reserve.
 Mr. W. T. Bould, from reserve, has gone second engineer, *Kwangtung*.
 Mr. J. M. Macleod, second engineer, *Kwangtung*, is on reserve.
 Mr. J. Halkett, from reserve, has gone second engineer, *Kutuo*.
 Mr. W. W. Colquhoun, second engineer, *Kutuo*, is on reserve.
 Mr. J. Findlater, from reserve, has gone supply third engineer, *Kwangtung*.
 Mr. F. A. Maxwell has been appointed second engineer, *Szechuen*.
 Captain H. C. Dalziel has been appointed master, *Ah Kwang*.
 Captain H. R. Edmondson has been appointed master, *Teang Tah*.
 Captain A. R. Smith, of the *Teang Tah*, is on reserve.—Shipping and Engineering.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWANGSANG"	Sun., 30th Oct., at 7 a.m.
	"KWONGSANG"	Wed., 2nd Nov., at 7 a.m.
	"YUSANG"	Sun., 5th Nov., at 7 a.m.
	"YUSANG"	Wed., 8th Nov., at 7 a.m.
OSAKA via AMOI, SHAL MOJI & KOBE	"LAISANG"	Tues., 22nd Nov., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"NAMSANG"	Satur., 29th Oct., at 7 a.m.
TIENTSIN	"CHIPSING"	Fri., 4th Nov., at 5 p.m.
CANTON	"KWONGSANG"	Satur., 29th Oct., at 7 a.m.
STRAITS & CALOUTTA	"KUMSANG"	Thurs., 10th Nov., at 8 p.m.
	"KUTSANG"	Thurs., 1st Dec., at 8 p.m.
SANDAKAN	"MAUSANG"	Fri., 28th Oct., at 8 p.m.
	"HINSANG"	Tues., 15th Nov., at 8 p.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD. GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "CARMARTHENSHIRE" (via Oran)	2nd November
Motor Vessel "GLENARA" (via Oran)	30th November
Steamship "CARMARTHENSHIRE" (via Oran)	28th December
Steamship "GLENIFFER" (via Oran)	25th January, 1928

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARMARTHENSHIRE" ...	Due Hong Kong, 12th November
Steamship "PMBROOKSHIRE" ...	23rd November
Steamship "GLENIFFER" ...	8th December
Motor Vessel "GLENGLIDE" ...	22nd December
Steamship "GLENANDA" ...	12th January, 1928

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

NORDEUTSCHER LLOYD, BREMEN.

FAR EASTERN

PASSENGER AND

FREIGHT SERVICE.



Cabin class: £73. 4s. 0d. Intermediate class: £48. 2s. 0d. To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONG KONG AND SAILING FOR SHANGHAI AND TAKU (TIENTSIN)	ARRIVAL FROM SHANGHAI AND SAILING FOR GENOA, AMSTERDAM, ROTTERDAM & HAMBURG.
S.S. "FULDA" ...	21st Nov., 1927.	19th Nov., 1927.
S.S. "TRIER" ...	18th Dec., "	17th Dec., "
S.S. "DERFFLINGER" ...	18th Dec., "	14th Jan., 1928.

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING: S.S. "SCHLESSEN" ... on or about 10th November, 1927.

NEXT ARRIVALS FROM EUROPE: S.S. "DESSAU" ... on or about 10th November, 1927.

Will Call at Marseilles besides the usual ports.

For Freight, Passage and further Particulars, please apply to—

MELCHERS & CO.

Telephone C. 4557. 8, Queen's Building, Chater Road. HONG KONG. [20]

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAINING	Friday,	the 28th October, at 2 p.m.
HAICHING	Tuesday,	the 1st November, at 1 p.m.
HAIHONG	Friday,	the 4th November, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fuchow (Peking Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port. For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

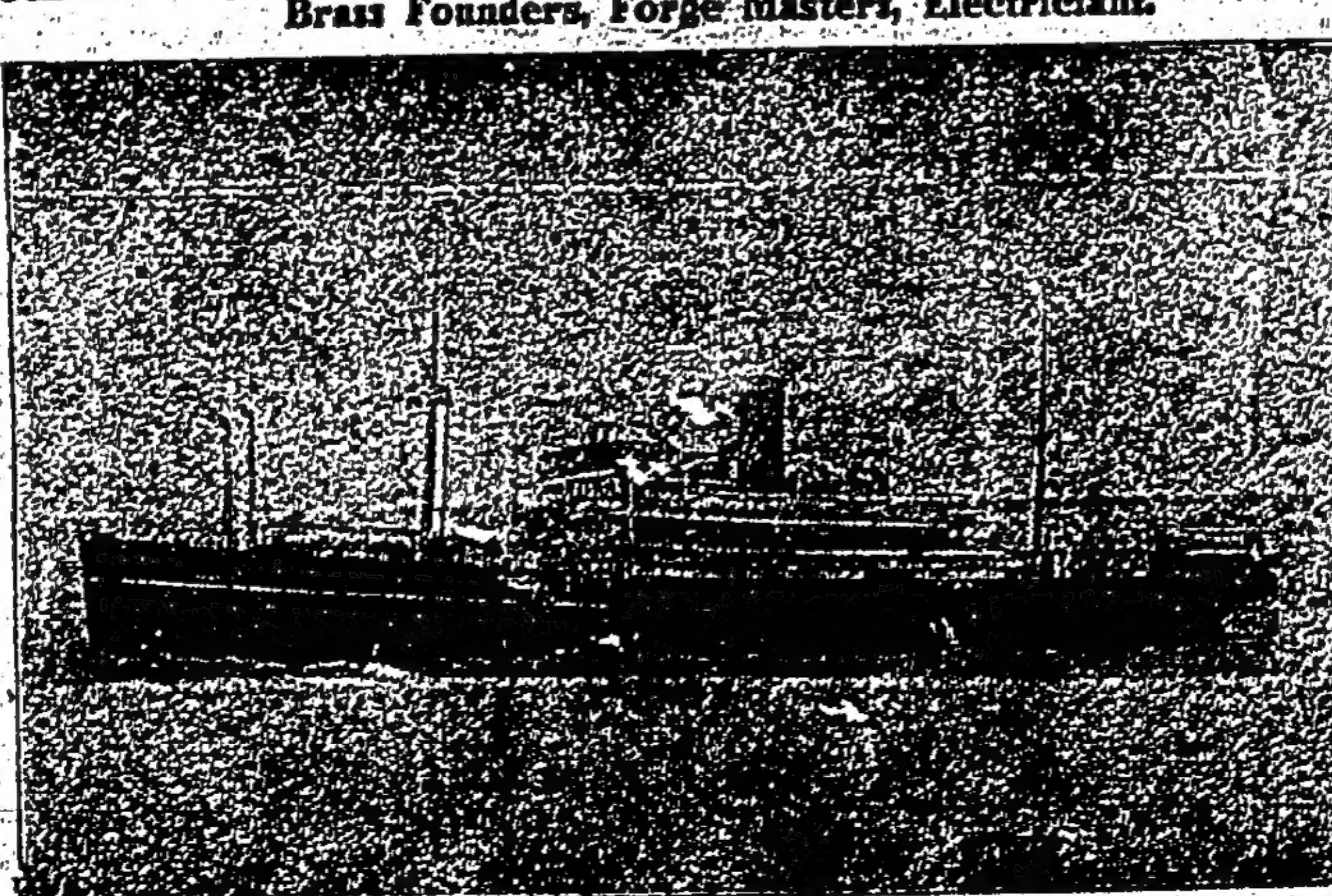
THE HONGKONG & WHAMPOA DOCK

COMPANY, LIMITED.

TELEGRAPHIC ADDRESS "MANIFESTO," HONG KONG.

Codes Used: A1, A.B.O. Fifth Edition; Engineering: First and Second Editions; Western Union and Watkins' Borden's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



S.S. "CHANGTE."

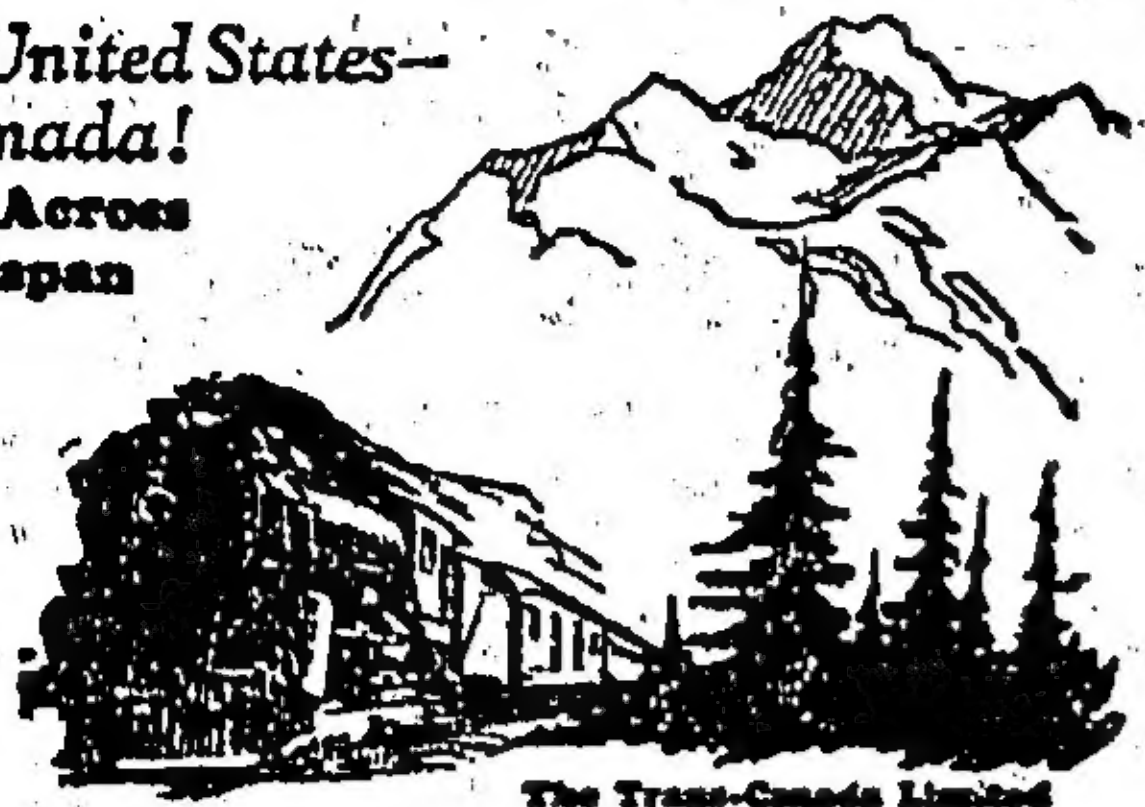
BUILT AND ENGINEERED AT KOWLOON DOCK BY THE HONG KONG & WHAMPOA DOCK CO., LTD., 20 THE DOCK OF THE AUSTRALIAN-ORIENTAL LINE, LTD., FOR AUSTRALIAN-HONG KONG SERVICE.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

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To Canada!
9 Days Across
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2120, 2112, 2110, 2102, 233, VIA SAN FRANCISCO,
6440, 6430 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TENYO MARU ... Monday, 31st Oct.
KOREA MARU ... Sunday, 13th Nov.
SHINYO MARU ... Tuesday, 29th Nov.

* Calls Los Angeles.

LONDON via Singapore, Suez, Marseilles & Ports.

HAIONE MARU ... Saturday, 5th Nov.

SUWA MARU ... Saturday, 19th Nov.

SYDNEY & MELBOURNE via Manila & Ports.

MIYAMA MARU ... Wednesday, 23rd Nov.

TANGO MARU ... Wednesday, 21st Dec.

BOMBAY via Singapore, Penang & Colombo.

RANGOON MARU ... Friday, 28th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Wednesday, 18th Nov.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

WAKASA MARU ... Saturday, 19th Nov.

NEW YORK and/or BOSTON via PANAMA.

ATAGO MARU ... Friday, 4th November

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TOYOOKA MARU ... Friday, 11th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

OSAKA MARU ... Sunday, 20th Oct.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Friday, 18th Nov.

SHANGHAI, KOBE & YOKOHAMA.

SADO MARU ... (Kobe direct) ... Saturday, 28th Oct.

HAKOZAKI MARU ... Tuesday, 1st Nov.

TOYOKUKE MARU (Mojito direct) ... Saturday, 28th Nov.

HAKUSAN MARU ... Monday, 14th Nov.

* Cargo only.

For further information, apply to—

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).



**KONINKLYKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. ON BATAVIA).

THE MOTOR VESSEL

"CREMER"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 27th October, 1 p.m.

Offers excellent Saloon accommodation.

All lower berths ... Doctor carried.
English cuisine ... Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to destinations in the Netherlands East Indies
and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. York Buildings, Queen Road.

Shipping News

Daily Statement, Waterfront
News, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS LOW.

THROUGH CARGOES NORMAL.

Although there were twelve vessels
arriving here during the 24 hours
ended at 9 a.m. yesterday, freights
for the Colony were below normal.
Through cargoes, however, were up
to average.

The Colony's imports amounted to
8,830 tons. Of these, three British
ships were responsible for 1,837
tons. The two best returns were
3,200 tons on the *Times-Maria* from
Hogarty, and 1,333 tons on the
s.s. *Preussen*, from Hamburg and
Singapore.

Through freights although mani-
fested on six vessels amounted to
16,587 tons. Only one British
steamer carried 4,300 tons. The
two best carriers were the s.s.
Preussen and the *Panama-Maria*.
The first named ship came from
Hamburg and Singapore with 8,132
tons, and the former vessel was
from Yokohama and Moji with
2,833 tons.

The arrivals and departures dur-
ing the period under review were
the following:—

	Arr.	Dep.
British	3	5
Japanese	3	2
Norwegian	0	1
Chinese	3	2
Danish	0	1
Dutch	1	0
French	1	0
German	1	1
American	0	1
Total	12	13

DAILY WATERFRONT NEWS.

[BY LONGSHOREMAN.]

Marine Court.

Before Commander G. F. Hols
yesterday morning at the Marine
Court, four cases of living along-
side steamers in the Harbour in
abreast of five other junks were
heard and in each case the offender
was fined \$5 each. One master was
charged with bringing his craft
alongside the s.s. *Bourbon* and two
mistresses and another master of
cargo junks were charged with
having their crafts alongside the
s.s. *Kochi* in abreast of five
other junks.

Chinese Deck Passengers.
Total number of Chinese deck
passengers entering the Colony dur-
ing the 24 hours ended at 9 a.m.
yesterday was 2,005.

WARSHIPS IN PORT.

Warships and auxiliaries in port
yesterday were:—
North Wall Basin, *Taranulua*,
Somme and *Sterling*; South Wall
Basin, *Thetis* and *Seymour*; East
Wall Basin, S.M.S. *L.15*, *L.19* and
L.21; North Arm, *Dragon*; In
Dock, *Durban*; Taihook Dock,
Peterel and *Tern*; No. 2 Buoy,
Danube; No. 3 Buoy, *Stornelund*;
No. 5 Buoy, *Maing*; No. 6 Buoy,
Frederick; No. 8 Buoy, *Ambrine*
and S.M.S.; No. 11 Buoy, U.S.S.
McConick; No. 12 Buoy, *Blundell*;
No. 13 Buoy, *Brace*; No. 15 Buoy,
Rothstein; No. 16 Buoy, *Frank*;
No. 23 Buoy, *Portol*; No. 25 Buoy,
Kharri.
Foreign Men of War:—U.S.S.
McConick and *McLeish*; French,
Argus.

VESSELS EXPECTED.

American Mail and Dollar Lines.
President Jefferson, Oct. 30th.
President McKinley, Oct. 31st.

Australian-Oriental Line.

Changteh, Dec. 9th.
Taipei, Nov. 8th.

Bank Line.

City of Osaka, Nov. 28th.

City of Peking, Dec. 24th.

Blue Funnel Line.

Achilles, Dec. 5th.

Antenor, Dec. 15th.

Cyclops, Dec. 8th.

Demodocus, Nov. 10th.

Eurydice, Nov. 17th.

Levia, Dec. 20th.

Machava, Nov. 28th.

Memnon, Dec. 5th.

Orestes, Oct. 31st.

Patroclus, Oct. 31st.

Phenias, Nov. 17th.

Purphus, Dec. 10th.

Talthyphus, Nov. 13th.

Tydeus, Dec. 25th.

British-India and Apcar Line.

Sunfish, Nov. 5th.

Talavera, Nov. 11th.

Canadian Pacific Line.

Empress of Asia, Nov. 1st.

Dodwell & Co.

Calcutta, Dec. 4th.

Launceston Castle, Nov. 15th.

Venezia, Nov. 19th.

East Asiatic Co., Copenhagen.

Kina, Dec. 17th.

Malaya, Nov. 20th.

Eastern and Australian Lines.

St. Albans, Dec. 3th.

Tanda, Nov. 7th.

Glen Line.

Carnegie, Nov. 12th.

Glennier, Dec. 8th.

Glengyle, Dec. 22nd.

Pembroke, Nov. 29th.

Hamburg-Amerika Linie and Hugo Stinnes Line.

Albert Vogler, Dec. 31st.

Ermland, Nov. 30th.

Ransee, Nov. 17th.

Vogland, Dec. 14th.

Holland East Asia Line.

Gemma, Nov. 15th.

Zemua, Dec. 13th.

Java-China-Japan Line.

Baron Jelland, to-day.

Tikembang, Oct. 31st.

Tikembang, Nov. 10th.

Tikembang, Nov. 10th.

Tikembang, Nov. 10th.

Messageries Maritimes.

Andre Lebon, Dec. 7th.

Paul Lecoq, Nov. 23rd.

Portia, Nov. 9th.

Nippon Yusen Kaisha.

Dakar Maru, Dec. 9th.

Fukumi Maru, Dec. 2nd.

Hakozaki Maru, Oct. 30th.

Hakozaki Maru, Nov. 4th.

Mikihito Maru, Nov. 22nd.

Onaka Maru, Oct. 29th.

Penang Maru, Oct. 30th.

Sado Maru, to-day.

Seijo Maru, Nov. 10th.

Suwa Maru, Nov. 18th.

Tatara Maru, Dec. 20th.

Tatara Maru, Nov. 8th.

Tatara Maru, Nov. 10th.

Wakasa Maru, Nov. 18th.

Norddeutscher Lloyd, Bremen.

Derfflinger, Dec. 19th.

Derfflinger, Dec. 19th.

Derfflinger, Dec. 19th.

Swedish East Asiatic Co.

Formosa, Nov. 8th.

(Continued on next Column.)

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, October 27th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer...	29.38	29.93	29.87
Temperature...	81	70	79
Humidity...	45	55	63
Wind—			
Direction...	SE.	Calm	E
Force...	1	0	2
Weather...	B	B	B
Rain...	0.00	0.00	0.00

Highest open-air Temperature, 26th: 79.

Lowest open-air Temperature, 27th: 70.

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From October 28th to Nov. 3rd, 1927.

Days of Week	Date	High Water		Low Water	
		Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Fri.	25	10 11 10	5 5	4 55	2 1
Sat.	29	11 46	5 1	5 38	2 1
Sun.	30	10 39	4 7	6 21	2 2
Mon.	31	11 42	4 4	7 14	2 3
Tues.	1	11 45	4 4	8 27	2 3
Wed.	2	No info.	h.w.	No info.	l.w.
Thur.	3	No info.	h.w.	No info.	l.w.

SUNRISE AND SUNSET IN HONG KONG.

FOR OCTOBER, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date	Sunrise	Sunset
October 24th	6.25 a.m.	5.49 p.m.
" 29th	6.20 "	5.49 "
" 30th	6.20 "	5.45 "
" 31st	6.27 "	5.45 "

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* ar-
rived at Kube on October 26th and
left yesterday at 6 a.m. She is due
at Nagasaki to-day at 6 a.m.

Peninsular and Oriental.

Devanah, Dec. 23rd.
Jaypur, Oct. 31st.
Kalpan, Dec. 12th.
Kashgar, Nov. 25th.
Kashmir, this morning.
Khiva, Nov. 18th.
Mantua, Nov. 10th.
Murea, Dec. 8th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF PERTH" ... Harve, London, Rotterdam & Glasgow ... 31st October

S.S. "CITY OF DUNDEE" ... London, Rotterdam, Hull & Avonmouth ... 20th November

AUSTRALIA

Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY

OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line

or other services.

BOSTON, NEW YORK & BALTIMORE

S.S. "CITY OF WILLINGTON" ... via Suez Canal ... 18th November

S.S. "CITY OF LAHORE" ... via Suez Canal ... 29th December

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, PHILADELPHIA

& HAVANA ... via Suez Canal ... 27th November

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... From Hong Kong ... 14th November

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel

Bay and Capetown.

